MASON'S
O.K. SAUCE
The Cold Meat Specialité
[55

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

COME AND HEAR
WISEMAN'S
Orchestra
12.45, 4.30 AND 7.30
[100

No. 18,975. 號五十七百九千八萬一第 日九十月二年未己 HONGKONG, THURSDAY, MARCH 20TH, 1919. 四拜禮 號十二月三年八國民華中 PRICE, $3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT

In Casks 375 lbs. net.
In Bags 250 lbs. net

SHEWAN, TOMES & Co.,
General Managers.
[60

ALLSOPP'S

BRITISH

PILSENER

BEER.

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S. ALLSOPP & SONS, LTD.,

BURTON-ON-TRENT.

SOLE AGENTS:

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CARTRIDGES
ARRIVED!!!

A large consignment of SPORTING CARTRIDGES, principally loaded with E. C. Powder.

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[78

PEAK TRAMWAY CO. (1912) LIMITED.

TIME-TABLE

WEEK DAYS.

7.00 a.m.	to	8.00 a.m.	Every 15 minutes
8.00 "	to	9.30 "	" 10 "
9.30 "	to	10.00 "	" 15 "
10.30 "	to	11.00 "	" 15 "
11.30 "	to	12.30 p.m.	" 30 "
12.45 p.m.	to	1.15 "	" 10 "
1.45 "	to	2.15 "	" 10 "
1.45 "	to	2.15 "	Sats. only 15 "
2.30 "	to	4.00 "	Every 30 "
2.30 "	to	4.00 "	Sats. only 15 "
4.00 "	to	8.00 "	Every 15 "
6.00 "	to	8.00 "	" 10 "

NIGHT CARS.

8.50 p.m., 9.30 p.m., 10 p.m. 10.30 p.m. 11.00 p.m., 11.30 p.m. and 11.45 p.m.

SATURDAYS.

Extra Cars 1.30 p.m. and 12.00 Midnight.

SUNDAYS.

7.30 a.m.			
8.00 "	to	10.30 a.m.	Every 15 minutes
10.30 "	to	11.00 a.m.	" 10 "
11.30 "	to	12.00 noon	" 15 "
12.00 noon	to	12.30 p.m.	" 10 "
12.30 p.m.	to	1.30 p.m.	" 15 "
2.00 "	to	5.30 "	" 15 "
5.30 "	to	6.00 "	" 10 "
6.00 "	to	7.00 "	" 15 "
7.00 "	to	8.00 "	" 10 "

NIGHT CARS.

8.50 p.m. 9.30 p.m., 10 p.m., 10.30 p.m., 11.00 p.m., 11.30 p.m., and 11.45 p.m.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central

Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore Order representing Bank Notes

JOHN D. HUMPHREYS & SON,
General Managers.
[70

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after THURSDAY, NOVEMBER 7TH, 1918, until further Notice

DOWN TRAINS.

Stations			No. 4 Through Express. a.m.	No. 7 Local. a.m.	No. 9 Through Slow. a.m.	No. 11 Local. a.m.	No. 13 Through Express. p.m.	No. 17 Local. p.m.	No. 19 Local. p.m.	No. 21 Local. p.m.
CANTON (Tai Sha Tau)	..	dep.	7.30		8.52		3.30			
SHEK LUNG	..	dep.	8.46		1.17		4.50			
Shum Chun	..	arr.	10.25		3.00		6.40			
		dep.	10.36	6.06	4.30	11.46	6.55	3.00	5.18	5.30
Sheung Shui	..	dep		8.12	4.57	11.52	—	3.07	5.24	6.28
Fanling	..	dep		8.17	4.48	11.57	—	3.17	5.29	6.30
Taipo Market	..	dep		8.29	4.54	12.08	—	3.22	5.48	6.40
Taipo	..	dep.		8.32	5.00	12.12	—	3.27	5.53	6.44
Shatin	..	dep.		8.44	5.14	12.26	—	3.40	6.06	6.56
Yuenzati	..	dep.		8.56	5.29	12.36	—	3.53	6.16	7.07
Hunghom	..	dep.		9.02	5.35	12.42	—	3.58	6.22	—
KOWLOON		arr.	11.10	9.05	5.38	12.45	7.25	4.01	6.25	7.14

UP TRAINS.

Stations			No. 1 Local. a.m.	No. 5 Through Express. a.m.	No. 8 Through Slow. a.m.	No. 10 Local. a.m.	No. 16 Local. p.m.	No. 18 Through xpress. p.m.	No. 20 Local. p.m.	No. 24 Local. p.m.
Last Ferry leave	..	H.K.	6.35	7.55	9.06	10.12	1.06	3.45	5.05	5.05
KOWLOON	..	dep.	6.50	8.06	9.20	10.33	1.19	3.00	5.16	5.18
Hunghom	..	dep.	6.54	—	9.26	10.37	1.23	—	5.22	5.22
Yaumati	..	dep.	7.01	—	9.33	10.43	1.29	—	5.28	5.28
Shatin	..	dep.	7.13	—	9.45	10.57	1.40	—	5.41	5.40
Taipo	..	dep.	7.25	—	9.58	11.10	1.53	—	5.54	5.53
Taipo Market	..	dep.	7.31	—	10.06	11.16	1.57	—	5.58	5.57
Fanling	..	dep.	7.41	—	10.17	11.26	2.07	—	6.07	6.06
Sheungshui	..	dep.	7.46	—	10.21	11.32	2.11	—	6.11	6.10
Shum Chun	..	arr.	7.50	8.45	10.26	11.38	2.16	3.40	6.16	6.15
		dep.	—	8.51	10.50	—	—	3.45	—	—
SHEK LUNG	..	dep.	—	10.40	2.16	—	—	5.20	—	—
CANTON (Tai Sha Tau)	..	arr.	—	11.50	3.10	—	—	6.40	—	—

* Will stop at Taipo and Sheung Shui for First-Class Passengers on Notice being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the arrivals mentioned in this table will connect with the trains as shown.

SHA TAU KOK BRANCH.

		a.m.	p.m.	p.m.		a.m.	p.m.	p.m.
Fanling	dep.	8.30	12.00	2.20	Shataukok dep.	10.20	1.06	5.00
Shataukok	arr.	9.25	12.55	3.15	Fanling arr.	11.15	2.00	5.55

H. P. WINSLOW, Manager.
[53

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GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1.	Dock No. 2.	Dock No. 3.
Length on Keel Blocks	510 feet.	350 feet.	714 feet.
Width of Entrance on bottom	77 "	53 "	83 "
Water on Blocks at Spring Tide	26	24 "	34 "

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
Two Floating Cranes of 60 and 40 tons each, besides 150 tons Giant Crane.

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TELEGRAPHIC ADDRESS:—"DOCK," KOBE.

FLOATING DOCKS.

	No. 1.	No. 2.	No. 3.
Lifting Power	7,700 tons.	12,000 tons.	16,000 tons.
Max. Length of Ship taken	460 feet.	580 feet.	470 feet.
Max Breadth of Ship taken	56 "	66 "	98 "
Max. Draft of Ship taken	22 "	26 "	30 "

Floating Crane of 40 tons weight, besides 100 Tripod Cranes.

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Breadth at Entrance on bottom	56 " 0 "
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Floating Crane capable of lifting 30 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.

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Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. THOS. COOK & SON, Booking Agents, Hongkong.
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THE REPULSE BAY HOTEL,
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The coming Sea-side resort of South China.

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TELEPHONE No. 1672 MANAGER.

J. H. TAGGART,
Manager.
[73

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TELEPHONE ON EACH FLOOR.
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THE PEAK HOTEL.

1,500 Feet above sea level.

15 Minutes from landing stage.

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Combine the best materials and good workmanship with perfect fit and comfort.

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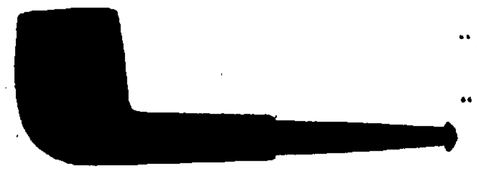

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March 20th, 21st, 22nd and 23rd, 1919. at 5.15 and 9.15 p.m.

MRS. VERNON CASTLE

in

"THE MYSTERIOUS CLIENT."

CHARLIE CHAPLIN

in

"EASY STREET."

Booking at ROBINSON'S.

[195

RECORD AIR FLIGHT.

SIX MILES UP.

70 DEGREES OF FROST

To-day I visited Martlesham experimental aerodrome station, near Ipswich, and chatted with Captain Lang, the Australian airman, as to his thrilling experiences of Thursday, when he ascended with a passenger to the record height for the aeroplane of six miles (writes a correspondent of *The Daily Telegraph*). Neither Captain Lang, who hails from Sydney, nor Lieut. A. W. Blowes, who comes from Mitchell, in Ontario, Canada, had recovered from the effects of their great climb. One listened with absorbing interest to Captain Lang's description of all that happened in the 66 minutes 15 seconds which the flight took.

"I had," said Captain Lang, "far more instruments to pay attention to than the observer," to whom he paid a high tribute for his pluck under a terribly trying ordeal. "I had to make most minute observations at every thousand feet, and these were recorded on a board strapped to my right leg. I had also to note down how the temperature changed, the speed at which the machine was climbing, the revolutions, the water temperature in the engine, the oil temperature, the petrol pressure, the gallons of petrol consumed per hour, and occasionally to look over the side to note our bearings."

Thursday's flight, Captain Lang added, had been contemplated for some time. For that reason he and his colleague had remained strict teetotallers, and had not indulged in a smoke for weeks. The machine they used was a De Havilland bombing machine, fitted with a 450 h.p. Napier engine, which took off at half past eleven in the morning in a gale of wind. Captain Lang and his colleague were specially clothed for the occasion, and the necessity of two pairs of silk socks, three pairs of stockings, thigh boots lined with lambswool, thick underclothing, three sweaters, an Arctic suit lined with fur, a Balaclava, and fur-lined cap, goggles lined with cotton wool, electrically-lined gloves, with gauntlets, and a muffler round was indicated by the fact that when the machine reached an altitude of 30,500 feet there was about 70deg. of frost.

"During the first 8,000 feet the machine tossed about like a leaf," continued Captain Lang, "but afterwards we settled down to far more comfortable flying. Generally we climb by taking big sweeping circles, but we were blown out of our course, and when we were six miles up we were about twenty five miles out at sea off Yarmouth."

Invited to state what were the prevailing conditions at that height, Captain Lang said: "The sun was shining brightly, and although it was a little hazy I could see ships, far away out at sea, and occasionally caught glimpses of the Thames. I had a small glass shield on the machine for the protection of my right eye, but there was no shield for the left, the gun on the machine preventing one being fixed. At 2,000ft. I had to take off my goggles owing to the oxygen frosting on the glass. Thereupon my left eye watered and froze, and was soon as big as a plum. For the next 10,000ft. I was flying with only one eye. After 18,000ft. flying became gradually better, but unfortunately at 20,000ft. the cable in the revolution counter broke. As I was unable to take the records of the revolution counter I took the atmospheric temperatures. It was lucky I did so, for Lieutenant Blowes, unknown to me, had collapsed at 20,000ft. through the breakage of the tube which was supplying him with oxygen from one of the two cylinders which were specially fitted for the flight. Without the atmospheric temperatures the test would have been worthless. At 27,000ft. we got into a very bumpy atmosphere, being so tossed about that the machine became uncontrollable. At 28,000ft. I felt a shortage of oxygen, and I signalled, as pre-arranged, to the pilot for more. It was then I found out that he was unconscious and had been so, as I afterwards discovered, for some time. He had fallen back in an attempt to pass a note to me. I managed to hang on till we reached 30,500ft., when the petrol pressure pumps behind the engine ceased to work owing to the rarification of the air. The temperature was then equal to about 70deg. of frost Fahrenheit."

Speaking of the descent, Captain Lang said the first 10,000ft. occupied twenty-five minutes when he was well off Yarmouth. There was then a hurricane of wind blowing from 150 to 170 miles an hour. At 20,000ft. the observer regained consciousness. The two airmen suffered badly from frost on the hands and face. Lieut. Blowes, who is only 19, and has been in the Air Force one and a half years, has serious injuries to his hands, which are very painful. Captain Lang, who has been flying since 1915, is very keen on experimental work, and while delighted with his performance, regards it as little more than part of an ordinary day's work.

JOURNALISTS IN THE WAR.

TRIBUTE TO NEWSPAPERS BY SIR A. GEDDES.

Sir Auckland Geddes, the new Minister for National Service and Reconstruction, speaking at a dinner given by Sir Henry Buckingham, chairman of the Advisory Committee of the City of London Tribunal, said that journalism had the best record of any of the great occupational groups. The great work of recruiting which had been carried on by the Ministry of National Service could not have been conducted without the assistance of the newspapers. The victories of the British Army were only made possible by the steadfastness of the country, which was brought about by the influence of the newspapers.

Sir H. Buckingham said that at the beginning of the war the London newspapers had about 10,000 men of all ages in their employment in all departments. Of these 5,000 served in the Army, and at the time when the armistice was signed there were under thirty men engaged by the London newspapers of military age and fit for general service.

HUNGARY'S FUTURE.

COUNT KAROLYI'S CLAIMS

The point of view of the present rulers of Hungary is quite as difficult to understand as that of the men who control Germany. Both appear to be incapable of realising that the Allied Powers have won the war. They pay lip service to the existing conditions, but their attitude, in face of the facts and the terms which they profess to expect from the Peace Conference, shows clearly that they really regard the result of the four years' struggle as a draw. This is very strikingly illustrated by statements made by Count Karolyi, the Hungarian Premier, to an English journalist to whom he granted an interview. The remarkable thing about Count Karolyi's attitude is that he seems to think that the mere fact that he is at the head of affairs in Hungary is in itself sufficient to wipe out his country's share of responsibility for the war, and be an adequate *amende* for anything she may have done during the whole course of hostilities. Also he seems to think that the points at issue are matters for quite amicable and detached arrangements between Hungary and the Allies, and that the claims of the former are entitled to much greater consideration than those of either Rumania, Serbia, or Bohemia. Apparently he imagines that international politics are still in the stage at which they stood at the Congress of Vienna, and that the interests of dynasties and convenience or dignity of diplomatists and governors are of more importance than the rights of peoples. His opening remark is very illuminating, on the latter point, at any rate:

"Unless the *Entente* are prepared to make things easy for Hungary my position as Prime Minister becomes absolutely impossible," said Count Karolyi at the very outset of the interview, and all through it he appears to think that his personal position should weigh quite as much with the Peace Conference as national rights and claims. The personal arrogance and self importance of the Hungarian magnate are just as great as they are in the Prussian Junker. They have been so long accustomed to domination that they find it impossible to realise that the day for that has passed.

Most of the interview consisted of long pleas on the part of Count Karolyi on behalf of the claims of Hungary and himself. And his ground for this was that Hungary was a peaceful, kindly State, full of love and admiration for the great Western democracies, who was forced to take part in schemes that were entirely distasteful to her by the overwhelming presence of wicked Berlin and Vienna. If this is true no nation ever succeeded in more completely dissembling its attitude than did Hungary so long as victory seemed possible to the Central Powers.

AN EASY VICTIM.

"Hungary," he declared, "never had any clear ideas of foreign policy, and fell an easy victim to masterful men like Count Tisza, who, by means of an intolerable and one-sided electoral system, was able to secure the necessary authority to enforce his views."

When reminded that Hungary had seemed, at any rate, to give an enthusiastic approval to the war, and the methods by which it was carried on by the Central Powers, Count Karolyi admitted that a certain amount of noisy approval was given, "but," he added, "even then the real, if unexpressed, feeling of the mass of the people was on the side of their dear old friends, England and France. It was the policy of neglect which England, in particular, adopted towards us that threw us into the arms of Germany. British diplomatists always looked at Hungary through Viennese spectacles, while the Germans tried to understand us. But, in spite of that, we always looked to the Western democracies for inspiration, rather than to Imperialist Germany. This should be remembered to us in the day of our distress." The Count then went on to point to his own record during the war, which, he claimed, was one of open hostility towards Germany and German ideals.

Asked what were the principal points on which Hungary would claim special consideration at the Peace Conference, Count Karolyi replied: "Transylvania and an outlet to the sea." "Hungary," he said, "cannot live without a seaport. One of the causes of the war was that Serbia was cut off from the sea, and if Hungary is not given a port, in my opinion the seeds of a new war will inevitably be sown. Hungary will not consent to isolation. Bohemia is in the same position as we are. It is an inland State, and if the *Entente* give Bohemia an outlet to the sea it cannot refuse one to us also. A little good-will, and perhaps some pressure on Jugo-Slavia and Italy, is all that is need to give us satisfaction.

PROBLEM OF TRANSYLVANIA.

"With regard to Transylvania," continued Count Karolyi, "I deny that any problem exists. Rumania has no real claim to Translyvania. The Rumanian population there is in a considerable minority, and the country has been a part of Hungary for centuries. Besides, if Rumanian pretensions to Transylvania are granted, it means the economic ruin of Hungary. We would, of course, be prepared to grant a large measure of autonomy to Transylvania, but we could never consent to the satisfaction of Rumanian claims.

"The policy of the Rumanians, Czechs, and Jugo-Slavs is creating a dangerous situation by their continuous violation of Hungarian territory. They seek to create *facts accompli* instead of waiting for the decision of the Peace Conference. "Surely," he plaintively asked, "the present Hungarian Government deserves every consideration from the *Entente*! We have reversed the policy of Count Tisza, and are ready to make amends for our past failings. Besides, my own record should surely help my country in her hour of distress. If the *Entente* doprives us of Transylvania, Slovakia, and Jugo-Slavia, nar reduces Hungary to Budapest and the Hungarian plain, it will be quite impossible for us to be an independent, self-supporting nation. We shall be forced to resume union with Austria, or, worse still, seek salvation in the German Confederation."

(*Continued at foot of next column.*)

Having by this last threat tried to alarm the *Entente* into maintaining the territorial interests of Hungary, Count Karolyi proceeded to discuss the possibility of Bolshevism in the country. He said so long as his own Government was in power there was no danger. But if the *Entente* should impose severe conditions, and make it impossible for it to continue in power, then the very worst might happen. The Count urged, therefore, that the *Entente* should support him, in order to prevent the risk of a spread of Bolshevism to the country which he governs.

There are just one or two points with regard to Count Karolyi's pleas which should be remembered. The principal plank in the platform by which he climbed to office was a declaration that his presence at the head of the Government would enable Hungary to obtain favourable terms from the *Entente*. If he should fail in carrying out this promise, his position would be seriously undermined, and probably his Government would come to a sudden end. So that the personal equation probably weighs as much with him as the question of Hungarian territory.

SPORT.

LAWN TENNIS

HONGKONG C.C. TOURNAMENT

The following are the results of the matches played in the Hongkong C.C. Tennis Tournament yesterday

OPEN DOUBLES CHAMPIONSHIP

F. A. Redmond and N. E. Kent beat A. Yvanovich and J. M. J. Lopes, 6-4, 6-3, 3-6, 6-3

OPEN CHAMPIONSHIP SINGLES

S. E. Green beat M. P. Lo, 6-1, 6-1, 6-1

T. Mishima beat A. H. Rumjahn 5-7, 9-6, 6-4, 6-1, 6-1

HANDICAP DOUBLES

A. H. Crook and A. A. Claxton (recs. 3-6) beat C. Thorne and E. A. Macdonald (recs. 4-6), 6-8, 6-3, 6-4

C. C. Hickling and A. D. Humphreys (scr.) beat M. R. de Journel and V. Dessau (recs. 15-1), 6-3, 6-4.

A. R. Sutherland and B. J. Evens (recs. 1-6) beat A. K. and W. W. Mackenzie (recs. 15-1), 6-4, 7-5

HANDICAP SINGLES "B" CLASS

Pay. Lieut. Holborn (scr.) beat C. B. Brown (recs. 15-3), 6-3, 11-9

TO-DAY'S MATCHES

MIXED HANDICAP DOUBLES. A. Morse and Mrs. Black (rec. 3-6) meet C. A. Hastings and Miss Hastings (rec. 5-6)

HANDICAP DOUBLES. N. E. Kent and J. S. Jennings (owe 30) meet L. Forster and E. Wilkin (rec. 4-6); H. Hancock and A. B. Raworth (owe 15) meet Pay. Lieut. Robinson and Pay. Lieut. Holborn (rec. 15).

HANDICAP SINGLES "A" CLASS. B. J. C. Evens (recs. 15-2) meets A. A. Claxton (recs. 3-6).

HANDICAP SINGLES "B" CLASS. E. A. Macdonald (recs. 2-6) meets W. MacKenzie (recs. 4-6)

HOCKEY

UNITED SERVICE LEAGUE.

STAFF AND DEPTS., 1; HONGKONG DEFENCE CORPS, 1

The Staff again succeeded in defeating the Defence Corps on the Happy Valley ground, yesterday. The game was very fast throughout, the Corps having the better of the play in the first half, the Staff taking some time to settle down. Soon after the bully off, the civilians pressed and were successful in registering a goal, Wood being responsible. He was often dangerous afterwards, but Bundle and Cole managed to prevent him from scoring again. Half time arrived with one goal in favour of the Defence Corps.

In the second half, the Staff worked more together, resulting in many fine combined attacks on the Corps citadel. Horrocks brought the score level with a hard drive at a difficult angle, Jennings having no chance whatsoever. Wood was again prominent with a fine break away which terminated in a good shot, which Glenny was able to clear. Following this the Staff did most of the attacking, Hickling and Evans being kept very busy in saving their goal from further danger. Pugh, however, managed to break through and, notch the final and winning goal, from a scramble opposite the net.

Wood was the outstanding player on the Corps side, while Cole was very prominent on the opposing side.

The teams lined up as follows: Staff and Depts.: Glenny; Bundle, Coles; Scouler, Gallagher, Conner; Kirby, Horrocks, Pugh, Knight, and Turner.

Defence Corps: Jennings; Hickling and Evans; North, Edmonds, and Piercy; Taylor, Stewart, Hodgson, Wood, and Schnepel.

THE VICTORIA THEATRE.

"Annexing Bill," the fine Pathé film that the Victoria Theatre is screening to-night, in which the renowned Gladys Hulette plays the chief *rôle*, is a picture of light comedy and romance. The comic element is represented by "Payment in Full," featuring those well-known fundoctors, Stub and Burns.

The Fredony Vaudeville Co. terminated their successful season in Hongkong yesterday, and leave shortly for Canton and Macao.

"REVENGE IS SWEET."

SQUABBLE BETWEEN INDIANS.

An Indian, with his right arm swathed in bandages, a scar on his head, and with both eyes swollen, complained to Mr. Lindsell, at the Magistracy, yesterday, that he had been assaulted by another Indian.

On the 13th March, he was near the Western Market, and the defendant, accompanied by another, engaged him in conversation. Suddenly, the man accompanying the defendant caught complainant's hands, and the other tripped him. As he lay prostrate on the ground, he was struck severely on the head and eyes, his assailant murmuring "Revenge is sweet." He was so brutally assaulted that he became unconscious and could not, therefore, say what occurred later.

The Magistrate: But why was this onslaught made on you? Complainant: I do not know.

Surely there must be some motive? I am unaware of any.

The defendant stated that the complainant and he had been on bad terms for a considerable time owing to complainant being on friendly terms with his wife, a Chinese woman.

The Magistrate (to complainant): Why did you interfere in the defendant's domestic affairs? The defendant was bound over twice and

Answer the question, will you? I never cared for any Chinese girl.

The Magistrate (to the defendant): How did he get those black eyes? He knocked his face against a gate.

Mr. Lindsell smiled the smile of the sceptic.

Continuing, the defendant stated that a good number of the Indians here maintained an unfriendly attitude towards him as they believed him to be an informant in the service of the British Government.

Mr. Lindsell (to the complainant): Do you hear that? Complainant: There's no difference between him and me on that score. I, too, aid the British Government whenever possible.

The defendant went on to say that he was in Vancouver and assisted the British Government when trouble.

Mr. Lindsell (interrupting): What has that got to do with this case?

Defendant then reverted to the allegation against the complainant, that the latter had been on friendly terms with his wife.

The Magistrate: He has already denied that.

Inspector Brown said that both men were drunk. The defendant had to be helped to the Police Station, and the complainant was intoxicated when admitted to hospital.

The Magistrate: You were both drunk.

Defendant: I wasn't. The complainant was.

You were drunk when you were brought to the station. I was a little drunk, not much. (Laughter.)

Oh! you *were* a little drunk. We are getting to know something now.

Mr. Lindsell remanded the case till 2.30 p.m. to-day.

A CAUTIOUS FATHER.

JUVENILE THIEF BIRCHED.

A Chinese lad was charged before Mr. R. E. Lindsell, at the Magistracy, yesterday, with the theft of 12 catties of wood, from Crown property.

Mr. Lindsell: What's your age?—Defendant: Twelve years.

Are your parents here?—My father is in Court.

Eventually, after a few minutes' search, the father was produced.

The Magistrate: Is that your son?

The parent (after a close scrutiny of the boy's features): I believe so.

The Magistrate: He has been stealing.

The Father: I was away from home at the time.

But you should make it your business to know what your boy does.—I leave him in your Worship's hands.

He is going to get eight strokes. You may be present, if you choose.

A STUDY IN CALCULATING.

BUTCHER'S SERVANT CONVICTED.

A Chinese, employed by a butcher for conveying meat to the Naval Dockyard, and thence to the ships, was charged, before Mr. Lindsell, at the Magistracy, yesterday, with the theft of 5¼ lbs. of meat.

The Magistrate: Why did you do this?—Defendant: I did not steal the meat. Supposing I had to take 40 lbs. on board and I had brought 50 lbs. with me, I would have to leave 10 lbs. behind.

But you have not been on board at all; how could you, therefore, make any calculation?—Oh, that's simple; according to the number of people.

But without going on board, how could you make that out?—I can gauge it.

You are attempting to evade the question. You are telling lies. You were found at the Dockyard with the meat and had not gone on board. Three weeks.

The defendant was removed, weeping and beating his breast frantically.

CRIMINAL SESSIONS.

[BEFORE HIS HONOUR THE CHIEF JUSTICE (SIR WILLIAM REES DAVIES, K.C.)].

THE LURE OF HONGKONG.

Ho Sing pleaded guilty to having returned from banishment before the expiration of his sentence.

The Hon. Mr. H. E. Pollock, K.C. (Acting Attorney General), said the prisoner had been banished on three occasions.

The prisoner asked to be dealt with leniently.

His Lordship, remarking that the prisoner seemed very anxious to be in the Colony and that the Police seemed equally anxious to keep him out of it, passed sentence of three years' hard labour.

Chan Yau pleaded guilty to having returned from banishment.

The Acting Attorney-General said that the prisoner had been banished twice, on the second occasion for life.

His Lordship informed the prisoner that men of his type were not wanted in the Colony, and sentenced him to three years' hard labour.

Hung Fook pleaded guilty to returning from banishment.

The Acting Attorney-General said the prisoner had been banished eight times, the last time for life, on February 14th, 1918.

The prisoner said he could not find work outside, and consequently, he returned to see his friends.

His Lordship sentenced prisoner to four years' hard labour.

THE GIBB, LIVINGSTONE ROBBERY.

Tong Sok was indicted for having committed robbery, with violence, with two or more persons at present unknown, in the Compradore's Department of Messrs. Gibb, Livingstone & Co., on January 14th.

The Acting Attorney-General prosecuted.

The jury was composed of Messrs. P. L. Knight (foreman), K. Laing, J. A. M. da Graca, O. D. Baretto, Wong Sik Kay, J. L. Scott, and A. F. da Costa.

The Acting Attorney-General said the evidence for the prosecution would show that, at about 7.15 on the evening in question, the head shroff, whose office was on the top floor of the building, was counting some money. A number of Chinese assistants were also in the room, and two watchmen just outside. While the counting was going on, the prisoner and three others, all armed, suddenly appeared and held up the Chinese and the watchmen. By terrorising them with revolvers, they succeeded in getting away with a large amount of booty. The first count against the prisoner was robbery, with others, of $17,843.72. This was money collected by the head shroff, and, not having been accounted for on the firm's behalf, was held to be the property of the head shroff. The robbers obtained possession of that sum as follows:—First, they picked up all the loose cash, amounting to about $1,000; then they broke open a drawer and took out bags containing silver dollars and notes amounting to $1,000 or $2,000; finally, by threatening the head shroff, they obtained the keys of the safe and ransacked it, taking away all the money they could find. The second count against the prisoner was that he robbed, from the person of one of the Chinese staff, Chan Sui Choon, a silver watch and gold ring. This robbery was committed by the prisoner himself, an important fact, because Chan Sui Choon identified the prisoner as having robbed him, proving that the prisoner was one of the gang. The third count was that the prisoner was concerned in the robbery of a bunch of keys, a gold wristlet, and a whistle from another of the Chinese staff named Toh Kam Choon. By threatening the Chinese with revolvers, the robbers were able to get away safely with all their booty. On the following evening, at about 8.45, Chan Sui Choon, the man who had been relieved of his silver watch and gold ring, was on the *Kwong Sai*, at the wharf, along with the Police, and noticed the prisoner sitting in a dark place in the steerage. The prisoner was called out, and, Chan Sui Choon having identified him, arrested. Later, Mr. T. H. King, A.S.P., instituted a very careful process of identification, and the prisoner was identified by four others of the Chinese staff.

To So Hing, the head shroff, deposed that when he was asked to hand over the key of the safe, one of the robbers pointed a revolver at his forehead, while another pricked him on his shoulder with a dagger, cutting through two jackets. They then searched him and found a bunch of keys, with one of which they opened the safe and took out all the money in it. The robbers then bound him and several *joks*, and, when they were about to leave, warned him and the others not to make a sound, or they would come back and shoot them. Witness identified a piece of muslin curtain, a girdle, and other pieces of cloth with which he was bound. After the robbers went away, he found the safe open and, looking into it, discovered a revolver, which he afterwards handed to the Police. The robbers dropped some rolls of ten-cent pieces, which he recognised as the Company's property, because they were wrapped up in old receipts. Witness was quite certain of the identity of the accused; he was one of those who enjoined silence by pointing a revolver.

The office-boy, employed by Messrs. Gibb, Livingstone & Co., stated that on the night in question he and the watchmen were seated outside the door of the Compradore's Department when the robbers appeared. He asked the robbers what they wanted and they replied that they were looking for the Compradore's Department. While saying this, the robbers whipped out revolvers and took him and the watchmen, neither of whom was armed, into the Compradore's Department. The prisoner, of whose identity witness was quite certain, stood just inside the door, keeping guard over those inside with a revolver.

Mr. T. H. King, A.S.P., said that, at an identification parade of ten men, all were dressed similarly. Of the different witnesses, only the head shroff was not quite certain of the identity of the prisoner.

Sergt. Shannon said that, accompanied by Chan Sui Choon, he went on board the *Kwong Sai* to search for the armed robbers. Chan Sui Choon identified prisoner without any hesitation whatsoever. Witness called out about two dozen Chinese, and Chan did not identify any other man.

Sergt. Dorling, who found the ten-cent pieces on the stairs of Messrs. Gibb, Livingstone & Co's. offices, said that one of the Chinese handed him the revolver left by the robbers in the safe. It was loaded in all five chambers.

The prisoner said he was a farmer in the country and did not work in Hongkong. Not being able to carry on farming owing to the floods, he was thinking of going into the "commercial line," and, therefore, came to Hongkong. He could not find the friends he came to meet in Hongkong, and was going back to the country when he was arrested on board the steamer. He did not know why he was arrested, and when he asked the Sergeant he was told to "shut up." The Police had searched the house of his two sisters-in-law, but found nothing to incriminate him. Only three men identified him. Several men at the Police Station asked him to admit the crime, but, as he had not committed it, he refused falsely to accuse himself. "I am falsely accused," said the prisoner, "and I ask your Lordship to deal with me leniently."

The jury returned a unanimous verdict of "Guilty" on all three counts.

His Lordship informed the prisoner that he had been found guilty of being one of those who committed a disgraceful robbery, and it was a pity that his colleagues had not been caught. If the witnesses had not yielded to the robbers' threats, probably murder would have ensued. He always dealt very severely with men who were found guilty of robbery with arms.

The prisoner was sentenced to undergo eight years' imprisonment on each count, the sentences to run concurrently, and also to receive 15 strokes with the "cat."

[BEFORE HIS HONOUR THE PUISNE JUDGE (MR. JUSTICE C. D. MELBOURNE.)]

ROBBERY WITH VIOLENCE.

Ng Kau was indicted for robbery with violence and wounding on February 5th at Tai Kok Tsui.

The jury was composed of Messrs. J. M. Noronha, S. Goldschmidt, C. H. Kim, A. A. Gil, P. W. Vermeulen, E. ol Aroulli, and A. V. Yvanovich.

The Crown Solicitor, who prosecuted, stated that, at 9.15 p.m., on February 5th complainant and his wife, who were living in No. 124, Cranmer Street, heard a knock at the door and a voice calling out "Buy some tobacco." The complainant opened the door and was immediately set upon by prisoner and other men not in custody. Prisoner threw some pepper into complainant's eyes and subsequently stabbed him. The wife was also assaulted, thrown to the ground, and robbed of a gold hair ornament. While the robbers were busy ransacking the premises, complainant's wife blew a police-whistle and called out: "Save life." The robbers managed to make their escape, but prisoner was arrested a few days' later and identified.

Prisoner stated that he returned to the Colony from Macao the day after the robbery and knew nothing about it.

The jury brought in a unanimous verdict of "Guilty" on the charge of robbery, and of "Not Guilty" on the charge of wounding.

His Honour sentenced prisoner to undergo five years' hard labour and to receive twelve strokes with the "cat."

ROBBERY AT THE CHINA HOTEL.

Chun Shun, Kwong Chun, and Kwong Chin were indicted for robbery at the China Hotel on January 27th.

The following composed the jury:—Messrs. J. M. Noronha, S. Goldschmidt, C. H. Kim, A. A. Gil, P. W. Vermeulen, E. ol Aroulli, and A. V. Yvanovich.

The Crown Solicitor stated that the complainant, a Chinese woman, whose husband was away in America, was a sort of commission agent in jewellery. On January 25th she met another woman whom she had known in Canton, and was invited by her to the Ping On Boarding House. Complainant was introduced there to a man named Chuen, and, as the result of a conversation, was asked to go to the China Hotel, where Chuen was living. She complied with the request, on the evening of January 27th, taking with her a box of jewellery, as the man represented himself to be a dealer in jewellery. When she reached the Hotel, she went to Room No. 18, which the man was supposed to be occupying, but found there the second prisoner, who asked to see the jewellery. Not feeling quite safe with a stranger, the complainant was about to leave when the second prisoner attacked her. Simultaneously, the first and third prisoners entered the room, and, after binding and gagging complainant, threw her under the bed. A pair of bracelets she was wearing were stolen, as, also, was the box of jewellery. When the robbers were on the point of leaving the room, a hotel boy entered, and, finding a pair of legs sticking out from under the bed, called out "Murder!" A commotion ensued, police-whistles were blown, and the prisoners rushed downstairs, but they were arrested in the street by three Revenue Officers. At the Police Station the jewellery was found on the men and they admitted the theft, but, subsequently, denied it at the Police Court.

After hearing the evidence, the jury brought in a unanimous verdict of "Guilty."

His Honour sentenced the prisoners to undergo five years' rigorous imprisonment each and to receive twelve strokes with the "cat."

THE LYTTLETON ROAD INCIDENT.

Lo Cheung and Chan Shing pleaded guilty to robbery with violence, on January 22nd, at Lyttleton Road.

The Crown Solicitor stated that a man and woman were hawking goods in Lyttleton Road when they were met by three robbers. One of the prisoners asked the hawker for his licence, and, while it was being produced, attacked him, afterwards knocking down the woman. The first prisoner then stole $15 from the man and, accompanied by his accomplices, ran away. The hawker gave chase, blowing a police-whistle. A crowd was attracted to the place, and joined in the chase. The second prisoner was captured by the watchman, employed by the Hon. Mr. Lau Chu Pak. The first prisoner was pursued by a chauffeur, but, after turning round and stabbing his pursuer, made his escape. Some other people, however, took up the chase and followed prisoner to an empty house, where they noticed him stabbing a coolie woman. Prisoner gave the Police a lot of trouble, but was eventually surrounded at No. 60, Bonham Road, where he was found hiding under a bed, armed with a knife. It was subsequently found that prisoner was suffering from several self-inflicted wounds, and he was removed to Hospital.

His Honour sentenced the prisoners to five years, with hard labour, each. The first prisoner was also ordered to receive sixteen strokes with the "cat."

(*Continued at foot of next column.*)

HEALTH OF THE COLONY.

SOME INTERESTING STATISTICS.

Through the courtesy of the Sanitary Board authorities we are enabled to give below, in tabular form, a comparative statement of the deaths registered in the Colony during 1918 and the two previous years. That the health of the Colony has not improved will be seen from the fact that 13,714 deaths were recorded last year, against 10,433 in 1917 and 10,558 in 1916. This increase was due in a large measure to the appearance in the Colony of influenza and cerebro-spinal fever, which were responsible for 405 and 963 deaths respectively. There was a marked decrease in small-pox fatalities, only 22 being registered during the year, against 549 and 542 in 1917 and 1916 respectively. The increases in enteric fever, diphtheria and dysentery were all well marked. There was a big rise in deaths from plague, no fewer than 251 deaths occurring, in comparison with 35 in 1917 and 39 in 1916. As in previous years, the majority of deaths from syphilis (446 in 1918, 336 in 1917, and 394 in 1916) occurred among infants. The very noticeable increase in deaths from injuries was due to the lamentable Racecourse disaster, which claimed over 600 victims. The deaths from general tuberculosis are only slightly in advance of the previous year's figures, but a big increase is evident in beri-beri. Excluding plague, the biggest proportionate rise was in pneumonia, a number of deaths from which disease will doubtless be added to the influenza account.

The figures are as follows:—

	1918.	1917.	1916.
Influenza	405	—	—
Cerebro-spinal fever	963	—	—
Small-pox	26	549	542
Enteric Fever	179	116	146
Diphtheria	98	61	51
Cholera	—	—	10
Dysentery	225	190	306
Plague	251	35	39
Malaria	398	416	378
Syphilis	446	336	394
Injuries	782	184	187
General Tuberculosis	475	438	561
Beri-beri	804	654	520
Paralysis and Convulsions	223	147	348
Pneumonia	2,251	1,532	1,577
Phthisis and Pulmonary Tuberculosis	1,065	854	984
Enteritis and Gastro-enteritis	820	775	770
Total deaths from all causes	13,714	10,433	10,558

CANTON NEWS.

CANTON, March 19th.

SALT REVENUE POLICE.

The Superintendent of the Salt Revenue Bureau has reported that the Bureau police have recently been largely increased. The new members of the police force will be dispatched to stations along the coast to guard against salt smuggling.

SPORTS MEETING IN MANILA.

The committees of various schools and Associations in South China held a meeting recently to arrange plans for sending students to take part in the Sports meeting to be held in Manila from the 12th to the 17th of May.

THE PROVINCIAL ASSEMBLY.

The opening of the new session of the Provincial Assembly, which was fixed for the middle of March has been postponed, owing to the fact that the Speakers have not been elected. It is expected that the session will be opened at the end of this month as all the new members are at present in Canton.

STEALING A VASE.

Chan Fat was indicted for stealing a vase.

The following was the jury:—Messrs. J. M. Noronha, S. Goldschmidt, C. H. Kim, A. A. Gil, P. W. Vermeulen, E. ol Aroulli, and A. V. Yvanovich.

The Crown Solicitor stated that, on January 12th, prisoner entered No. 2, On Lan Street, knowing that the master of the shop was out. He stole a vase and was making off with it, when a *fok* caught sight of him and gave the alarm. The prisoner was chased and, after traversing many streets, arrested by the Police.

Prisoner stated that he was falsely accused.

The jury brought in a verdict of "Guilty."

The Crown Solicitor stated that prisoner had five previous convictions against him for larceny.

His Honour sentenced defendant to eighteen months' hard labour.

LANE, CRAWFORD

AND COMPANY.

—:o:—

The American Government having modified and removed from the EXPORT CONSERVATION LIST a large number of the standard AMERICAN FOOD PRODUCTS, we have just received and placed on sale a large assortment of these goods moderately priced in accordance with prevailing exchange.

Fruits.

Lemon Ching Peaches, Apricots,
Bartlett Pears, Raspberries,
Royal Anne Cherries, Blackberries,
Greengage Plums, Gooseberries,
Black Cherries, Fruit Salad.

Vegetables.

Sugar Corn, Petit Pois,
String Beans, Lima Beans,
Tomatoes, Brussels Sprouts.

Fish.

Sardines in Oil, Alaska Salmon, Sockeye Salmon and Tuna Fish in ½ tins, Kippered Herrings, Herrings in Tomato, Californian Sardines in Mustard, Tomato, Soused and Natural.

Special Prices for ½ dozen tins.

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VICTORIA THEATRE.

—:o:—

TO-NIGHT! 9.15 p.m. TO-NIGHT!

CREIGHTON HALE and GLADYS HULETTE
CREIGHTON HALE in GLADYS HULETTE

"ANNEXING BILL."

Here is a fine example of what a light romantic comedy should be. A spirited romance and an elemental plot closely knit and splendidly arranged so that the tense interest is sustained right up to the last minute.

PAYMENT IN FULL.

See Stub and Burns in this screaming comedy.

Matinee—Sunday, March 23rd, at 6 p.m.

"A LITTLE BROTHER OF THE RICH"
Featuring
Hobart Besworth with Jane Nevak
and
Hobart Healey.

BOOKING AT ANDERSON'S.

[141

SHING KEE CO.

SODA MERCHANTS,
IMPORTERS AND EXPORTERS
OF

Caustic Soda, Soda Ash, Muriate of Ammonia, Silicate of Soda, Refined Bicarbonate of Soda, Mineral Water, and Soda Crystal, Bleaching Powder, Sulphur Acid, Sulphate of Ammonia, etc., etc.

ALWAYS IN STOCK.

No. 22, DES VOEUX ROAD, WEST, HONGKONG.

[M

Wm. Powell Ltd.

TELEPHONE 346

—:o:—

TOOTAL'S PIQUE AND TOBRALCO

in

White and Colours.

TARANTULLE.

COTTON VOILES

in

White and Colours.

LINENS AND MUSLINS.

NEW ADVERTISEMENTS

THE EASTERN EXTENSION, AUSTRALASIA AND CHINA TELEGRAPH CO., LTD.

NOTICE.

SENDERS of TELEGRAMS are hereby Notified that from APRIL 1st, 1919, until further Notice, the Currency Charges for Telegrams will be collected at the Rate of $0.23 for one Franc.

J. KENNEDY GIBSON.
Superintendent
Hongkong, March 20th, 1919. [493

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

NOTICE.

CURRENCY CHARGES ON TELEGRAMS.

SENDERS of TELEGRAMS are hereby Notified that from the 1st of APRIL, 1919, until further Notice, the Charges for Telegrams will be collected at the Rate of $0.23 to equal Franc 1.00.

THE KRING,
Acting Superintendent.
Hongkong, March 20th, 1919. [494

TO LET.

"THE EYRIE," No. 3, PEAK, Partly Furnished.
Apply to—
LINSTEAD & DAVIS,
Alexandra Buildings.
[495

TO LET.

AT The Peak, for Six Months. HOUSE of FIVE ROOMS, Well Furnished. Immediate entry.
Apply—
Box 496,
Care of "Daily Press" Office.
[496

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO AND STRAITS.

THE Steamship

"CARNARVONSHIRE,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 25th March, 1919, at 5 P.M., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 25th March, 1919, at 10 A.M. Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, March 18th 1919. [497

LOST.

ON March 14th a liver and white POINTER DOG wearing leather collar licence No. 444. Will finder please communicate with—
A. H. GREEN,
6, Torres Buildings, Kowloon.
Phone K365.
Reward if necessary.
[486

ELIZA SCHUMACHER.

INFORMATION is desired as to the whereabouts of ELIZA SCHUMACHER, an American Citizen, believed to be in South China. Something to her advantage.
GEO. K. HALL BRITTON & CO.,
York Building,
Chater Road,
Hongkong.
435

MIDWIFERY.

A QUALIFIED MIDWIFE, trained in Scotland, is open for engagements.
Write— MRS. McEWEN,
Government Civil Hospital.
[441

FOR SALE.

HEYWOOD HAYES Yacht "LIZA" Excellent condition. New sails.
Apply— Box 491,
Care of "Daily Press" Office.
[491

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.

FAVOURED with instructions from The Concerned,
will sell by Public Auction, on SATURDAY, March 22nd, 1919, at 2.30 P.M., at his Sale Room,

EXCELLENT HOUSEHOLD FURNITURE,

Comprising:—
Chesterfield Couch and Arm-Chairs, Blackwood Furniture, Brass and Iron Bedsteads, Tables, Brussels Carpets and Rugs, Brass Fenders, Overmantels, Silk Tapestry Covered Drawing Room Suite, Sofas, Easy Chairs, Occasional Tables, Extension Dining Table, Bevelled Mirror Wardrobes, Hat Stands, Dining Chairs, Silver Ware Cabinet, Teak Bookcase, Dinner Crockery, Glassware, Ornaments, Pictures, Curtains, Bed Sheets, Clocks, Marble-top Washstands, Cooking Stoves, Cutlery, Toilet Sets, Electric Reading Lamps, Cabinets, Sideboards and a long line of Sundries.

Terms—Cash on Delivery.
Hongkong, March 17th, 1919 [284

INTIMATIONS

THE GREEN ISLAND CEMENT CO., LIMITED.

THE THIRTIETH ORDINARY ANNUAL MEETING of the SHAREHOLDERS in the Company will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on SATURDAY, the 22nd day of MARCH, 1919, at 11.30 o'clock in the forenoon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1918 and declaring a Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 13th March, 1919, until SATURDAY, the 22nd March, 1919, both days inclusive.

By Order of the
BOARD OF DIRECTORS.
Hongkong, March 5th, 1919. [426

HONGKONG TRAMWAY COMPANY, LIMITED.

(Incorporated in the United Kingdom.)

NOTICE IS HEREBY GIVEN that the COLONIAL (Hongkong) REGISTER of the Company will be CLOSED from TUESDAY, MARCH 25TH, 1919, to WEDNESDAY, APRIL 23RD, 1919, both days inclusive.

By Order of the Board of Directors,
W. E. ROBERTS,
Secretary,
Hongkong, March 17th, 1919. [483

THE ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG.

THE ANNUAL MEETING of the Members of the ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG will be held on WEDNESDAY, MARCH 26TH, 1919, at 4 P.M., precisely, in the CHAMBER OF COMMERCE ROOM, CHARTERED BANK BUILDING, for the following purpose:—

(1) To receive the Report and Accounts of the Committee for the year ended 31st December, 1918.
(2) To elect a New Committee.
(3) To To transact any General Business.

By Order,
E. A. M. WILLIAMS,
Secretary,
Hongkong, March 12th, 1919. [460

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SIXTEENTH YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Buildings, at 11.30 A.M., on WEDNESDAY, MARCH 26TH, 1919, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December, 1918, and electing Directors and Auditors.

TRANSFER BOOKS of the Company will be CLOSED from 19th March to the 26th March, 1919, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, March 11th, 1919. [456

CHINA SUGAR REFINING CO., LIMITED.

NOTICE.

THE FORTY-FIRST ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Offices of the General Agents, Pedder's Street, on THURSDAY, MARCH 27TH, at 11.30 A.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1918.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to 27th March, both days inclusive.

JARDINE, MATHESON & CO LTD.,
General Agents.
Hongkong, March 4th, 1919. [420

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTIETH ORDINARY MEETING of SHAREHOLDERS will be held at the Offices of the undersigned at NOON on SATURDAY, MARCH 29TH.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 29th March, both days inclusive,

At this Meeting a Resolution will be proproposed that, owing to the Consulting Committee being now made up to the maximum number of eight, the remuneration to the Committee be increased from $7,000 to $8,000.

JARDINE MATHESON & CO., LTD.,
General Managers,
HONGKONG FIRE INSURANCE COMPANY, LIMITED.
Hongkong, March 11th, 1919. 457

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, 2, Queen's Buildings, Hongkong, on MONDAY, MARCH 31ST, 1919, at NOON, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1918.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 22nd, to the 31st inst, both days inclusive.

By Order of the Board of Directors,
R. M. DYER,
Chief Manager.
Hongkong, March 16th, 1919. [484

THE PEAK.

FOR SALE. A FIVE-ROOMED Residence.
For particulars apply to—
"X.Y.Z.,"
Care of "Daily Press" Office.
[494

FOR SALE AT THE PEAK.

NO. 3, MOUNTAIN VIEW.

Apply to—
H. E. POLLOCK,
Princes Buildings.
[14

INTIMATIONS

RE TSANG KENG, Deceased.

NOTICE.

A MEETING of the CREDITORS (other than the fully secured Creditors) who consented to the Receiving Order against the above-named debtor being rescinded will be held on MONDAY, the 24th day of MARCH, 1919, at 3 o'clock in the afternoon, at the Offices of the UNION INSURANCE SOCIETY OF CANTON, LIMITED, to received from Mr. EDE a Report of the manner in which the properties assigned to him for the benefit of such Creditors have been dealt with and an account of the monies received and expended by him, preparatory to the declaration of a first and final dividend. The amount available for such dividend is a sum of approximately $17,262.97 and the dividend will accordingly be small.

All such Creditors as desire to participate in such dividend should forward immediately to Messrs. DEACON, LOOKER, DEACON & HARSTON, Mr. EDE'S Solicitors, particulars showing the amount of their claims, together with particulars of any sums received by them since the rescission in respect of their claims and the balance now remaining due. These claims should be forwarded on or before the 24th instant as the moneys in hand will be distributed amongst the claims received on or before that date. Partly secured Creditors must value their securities.

The Creditors will be required to verify their claims by Statutory Declarations, if thought fit.

Dated the 15th day of March, 1919.
C. MONTAGUE EDE,
Trustee for the Creditors.
[485

WANTED AT ONCE.

PORTUGUESE CLERK with some experience of Office work.
Apply Box "B,"
c/o P. O. Box 618.
[481

WANTED.

EXPERIENCED ASSISTANT wanted in a large Mercantile Office. Qualifications: Young, British. Good education and address. Commencing Salary $300 to $400 per month.
Replies will be treated confidentially.
Apply by letter to
Box 77,
c/o "Hongkong Daily Press."
[492

WANTED.

MARINE ENGINEER with good practical experience as Shop Foreman or Harbour Engineer for local Engineering works. Apply, giving full particulars of experience, and stating salary required to
Box No. 488,
Care of "Daily Press" Office.
[488

WANTED.

GOVERNESS on Peak to teach little girl, aged 8. Mornings only.
Apply—
108, Peak.
[487

WANTED.

NURSE to take charge of a Child of 3½.
Apply to—
Box No. 482,
Care of "Daily Press" Office.
[482

TO LET, UNFURNISHED.

NO. MOUNTAIN VIEW, The Peak.
Apply to:— "A. B."
Care of "Daily Press" Office.
[467

TO LET.
From 1st April.

TWO PARTLY FURNISHED LARGE LIGHT ROOMS with Broad Front Verandah, three Smaller Rooms, Kitchen and Servants' Quarters and use of Tennis Court—in healthiest locality in Kowloon—two minutes from Ferry. Moderate charge.
Apply— P. O. Box 252,
Care of "Daily Press" Office.
[468

TO LET

2 ROOMS on the Ground Floor of Hongkong Club Annex.
Apply to—
THE SECRETARY.
[417

TO LET.
From 16th April 1919.

1ST FLOOR, No. 38, NATHAN ROAD, Kowloon, (Dairy Farm Co.'s Premises.)
Apply to—
SECRETARY,
The Dairy Farm, Ice & Cold Storage Company, Ltd.
[406

TO LET.

A FLAT in Nathan Road Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LTD.,
Alexandra Buildings.
[81

GROUND TO LET.

AT WHITFIELD ROAD, CAUSEWAY BAY, next to our Glass Factory, consisting of 16,000 Square feet, suitable for storing Coal, &c. From January 1st, 1919.
Apply to—
KWONG SANG HONG, LTD.,
245 Des Voeux Road Central.
[140

INTIMATION

SPEY ROYAL SCOTCH WHISKY.

10 Years Old.

SOLE AGENTS

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS,

TEL. 116.

[19

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 20TH, 1919.

THE CHANNEL TUNNEL.

THE decision to construct a tunnel under the English Channel is significant of the changed outlook due to the war. More than a century has elapsed since this project was conceived by a French mining engineer named MATHIEU. It was first put on a practical basis, however, some fifty years later by J. A. THOME DE GAMOND after twenty years' work on the problem. GAMOND'S idea was a submerged tube resting on the seabed and he was joined by an English engineer named WILLIAM LOWE, of Wrexham, who had satisfied himself, by geological investigation, that boring through the chalk was practicable. An International Committee was formed and they reported that there was a reasonable prospect of carrying out the project in ten or twelve years, at a cost not exceeding ten millions sterling. The idea, however, had to be abandoned owing to the outbreak of the Franco-Prussian War. In the meantime, numerous other plans had been proposed, many of them very ingenious. Some provided for structures of iron or concrete or masonry built either on the bottom of the sea or floated a moderate distance below the surface, while others contemplated bridging the Straits of Dover. Ultimately a proposal to establish a train-ferry received the sanction of the House of Commons, but was rejected in the House of Lords by the casting vote of the Chairman of the Committee. In 1872, negotiations concerning the tunnel having been resumed, the British Government intimated that it saw "no objection in principle." Two years later, a joint Commission was appointed to arrange details relating to jurisdiction, the right of blocking the tunnel, etc., and this Commission's report was accepted as a basis of agreement between the Governments of Great Britain and France. In 1875 the Channel Tunnel Company was granted powers to undertake certain preliminary works near Dover, and in the same year the French Submarine Railway Co. obtained a concession. The English Company, however, failed to raise the capital required and its powers expired in 1880. In 1882 the Submarine Continental Railway Company made its appearance. This was an off-shoot of the South Eastern Railway Company, which had obtained sanction to sink experimental shafts on its property between Dover and Folkestone and to acquire land, including the beach and foreshore in that area, in connection with the Channel Tunnel. This new venture sought parliamentary sanction for a tunnel starting at Shakespeare's Cliff, and, at the same time, the resuscitated Channel Tunnel Co. applied for powers to make one from Fanhole. The whole subject was then widely discussed, but in the end a joint Select Committee of both Houses declared, by a majority, that it was "inexpedient that parliamentary sanction should be given to a submarine communication between England and France." In 1906 an Act was passed authorising the establishment of a train ferry from Dover across the Channel, and at about the same time the Channel Tunnel Company and the Submarine Railway Co., which had amalgamated, renewed the campaign in favour of their scheme, but the Bill which they promoted was opposed by the Government and was withdrawn in 1907. The opposition was based upon the fear that Great Britain's insularity would be destroyed and that she would be rendered liable to invasion. To the lay mind it seemed that the closing of the tunnel, in case of need, should be a very simple matter, but, apparently, the military advisers of the Government held other views. Conditions, however, have changed profoundly since those days owing to the invention of aircraft and submarines, and we have come to realise that the defence of the State may, as in this war, best be performed in Flanders rather than in Kent, in which case the means of transporting troops with rapidity and security, by train, to France would be a great advantage. The old suspicion with which we were apt to regard our neighbours across the Channel has given place to a feeling of confidence and affection, and the tunnel will serve as a witness of that. The frustration of the scheme in the past has cost us dear during the last four or five years, but, on the other hand, as a result of the experience gained in such engineering feats the work will be performed more satisfactorily. The cost is estimated at twenty millions sterling and the time of construction at five years. Already tunnels across the Bosphorous and the Straits of Gibraltar are under consideration, so that there is a prospect in the near future of being able to travel by railway from England to India and Cape Town, and perhaps even from Paddington to Pedder Street.

One case (one death) of cerebro-spinal fever was reported in the Colony on Tuesday.

Mrs. Paul M. Hodgson and Mrs. Pope left the Colony yesterday on the *Empress of Japan*.

The *Kasuga Maru*, which ran aground on Slope Island on Tuesday morning, has been towed to Taikoo Dock for repairs.

Mr. W. J. Oudendyk, the Dutch Minister at Peking, and Mrs. Oudendyk, who spent a few days in the Colony, left yesterday on the *Empress of Japan*.

A Chinese was fined $1,000, with the alternative of three months' imprisonment, by Mr. Lindsell, at the Magistracy, yesterday, for taking 25 taels of prepared opium on board the *Kwong Hung*.

The part of "Pinkie" will be enacted, on Friday night, by Miss Marjory Stewart, and on Saturday night by Miss Georgia Mooser. Owing to the length of the production, the curtain must rise at 9 p.m. sharp so as to conclude just before midnight. Everyone is, therefore, requested to be seated punctually to make the undisturbed acquaintance of Pinkie and her little friend Tommy, who are discovered playing in the garden immediately on the rise of the curtain. The entire proceeds of this performance, without any deductions whatever, will be allocated to the Hongkong War Memorial Fund.

At the Coronet Theatre, commencing to-day, a new film entitled "The Mysterious Client" will be shown, featuring Mrs. Vernon Castle, who is described as "the best known, best dressed woman in America."

A well-known Dutch civil engineer is expected shortly in Hongkong to arouse the interest of local engineers in the general Engineering Congress, which is being arranged in Batavia, Java, for May, 1920. The Congress will deal in its six sections with harbours and means of communication (including railways, tramways, telegraphy and telephones); irrigation, drainage, waterworks, etc.; roads and bridges; town planning architecture, etc.; the production of energy, electricity and industries (including ironworks, factories and agricultural industries), mining and geology; and other different subjects such as technical education, the artisan question, building materials, aerial navigation, etc. Engineers from South and East Africa, British India, the Philippines, Western America, Japan, China and Australia have been invited to co-operate. The main idea is to influence the technical development of Eastern Asia.

OF INTEREST TO MOTORISTS.

SPEED LIMIT TO BE FIXED.

It is understood that the Traffic Regulations are undergoing wholesale revision at the hands of the officials concerned, and will shortly be submitted to the Legislative Council.

The regulations will include the fixing of a speed limit for motor-cars at either 12 or 15 miles an hour.

Owing to the fact that several motor-car accidents have occurred in the last two or three months it will not be out of place to make a few suggestions for the guidance of both the Police and motorists.

The use of blinding head-lights should be prohibited. In Ceylon their use has been made an offence, punishable by a fine in the Municipal Court, for blinding headlights have been found to be the cause of 75 per cent. of the accidents in that island, through disconcerting pedestrians. The shading of lights to such an extent as allows of driving a car in the dark and without blinding pedestrians has worked satisfactorily in Ceylon.

Another suggestion is that there should be a uniform warning of the approach of motor-cars instead of divers horns being employed for this purpose.

Two other regulations which have been introduced in Ceylon, with beneficial results, are that chauffeurs and policemen on duty at cross roads indicate the direction in which cars are proceeding, and policemen, when on night duty, in a dark uniform, have a white armlet to guide pedestrians as to the direction a motor-car is proceeding.

Finally, why not have bells attached to rickshas?

These suggestions, however, if carried out, would not be successful unless there is real co-operation between the Police and the public in observing the following rules which have been issued for general guidance:—

1. Keep to the left.
2. Foot passengers must keep to the pavement where such exists.
3. Slow moving traffic and coolies bearing loads must keep near the kerb on the left hand side of the road.
4. Fast traffic must keep in the centre of the road on its own side, *e.g.*, motor-cars and rickshas.
5. On roads not used for wheeled traffic, foot passengers must keep to the left of the road.
6. Overtaking vehicles must pass the vehicle overtaken on the right, except where the overtaken vehicle is a tramcar. In the latter case the overtaking vehicle may pass the tramcar on either side, providing there is a clear view ahead.

CHEVRONS FOR MARINERS.

The merchant service bodies in Liverpool received information from the Board of Trade, recently, that it has decided to authorise the wearing of war service chevrons by officers and men of the mercantile marine and also by licensed pilots. The chevrons may be worn by masters, officers, and seamen of the mercantile marine, licensed pilots, and fishermen who have served at sea or have been captured or interned during the war. Chevrons earned for naval or military service may be worn in addition.

CABLES.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

THE CANADIAN OUTBREAK.

OFFICER CONTRADICTS EXAGGERATED STORIES.

LONDON, March 8th.

Brigadier General Colquhoun, interviewed, said that the officers at Kinmel Park, Rhyl, were not attacked.

On the contrary, the men treated them with the greatest courtesy. He himself mixed freely with the men, some of whom actually put down their loot in order to salute him, and then picked up their loot again.

The reports of the damage at the camp were greatly exaggerated. Some 50 or 60 men attacked some canteens.

The men in one camp, anticipating danger, armed themselves and fired, contrary to express orders. That was on Wednesday, when the fatalities occurred.

The girls' camp was not attacked. The girls were treated with the utmost chivalry. Not a man entered the girls' bedrooms while they were occupied. One man, who raised a Red Flag, in an attempt to introduce Bolshevism, was shot.

BATTLE EXPLOITS MEMORIALS COMMITTEE.

ERECTION OF PERMANENT MEMORIALS.

LONDON, March 17th.

A Battle Exploits Memorials Committee, consisting of senior officers representing the whole Empire, has been formed by the War Office, to consider the erection of permanent memorials on the battle fields, preferably to Divisions or higher formations. It is pointed out that the exploits of the smaller units may be recorded on these memorials. Claims from Australia, from New Zealand, and from India must reach Whitehall before September 1st.

AMERICA.

GUNNERY ON THE WESTERN FRONT.

WASHINGTON, March 18th.

Rear Admiral Plunkett, Commander of the American Naval Battery in the fighting on the Western Front, has reported upon the part his guns played in the last days of the war. The 14-inch 50-calibre guns were originally designed for the battleship *Sue*, but were later placed on a land battery.

Commenting upon the work of these guns, Admiral Plunkett said that observations made, after the retreat of the Germans, showed shell craters remarkably uniform in size and of great extent. He said that one shot completely wrecked the railway lines of three tracks for a distance of 100 feet, tearing up the rails and shattering the lines, leaving an enormous crater in the road bed. Traffic was completely stopped, not only during the firing but from six to ten hours each day after firing had ceased. The batteries cost $2,689,970, and with 2,400 projectiles the total outlay was $3,337,870. The guns, at an elevation of 45 degrees, could be fired from railroad mounts a distance of 24.2 miles.—*American Wireless.*

RESPONSIBILITY FOR THE WAR.

THE COMMITTEE'S DECISIONS.

PARIS, March 18th.

The Sub-Committee of the Peace Conference dealing with the responsibility for the war has completed its work, and th result is about to be made public.

It is believed that the finding of any moral responsibility is not regarding the technical violation of international law by Germany.

The other Sub-Committee, on other phases of the responsiblity for the war, has completed its work.

The Allied representatives, on Monday, heard, for the first time, M. Paschich on the Albanian claims, which were referred to the Committee on Greek Affairs.

The Council of the Great Powers further discussed the preliminary peace treaties on Saturday. These, which include territorial, financial, reparation and economic subjects, as well as military and naval disarmament, will soon be prepared.—*American Wireless.*

FAR EASTERN CABLE NEWS.

[FROM OUR OWN CORRESPONDENT.]

CHINA'S PEACE TERMS

PEKING, March 18th.

The Chinese delegates at Paris, on March 8th, submitted to the Conference China's peace terms with Germany and Austria. They express the hope that all unequal terms and unjust restrictions upon China's sovereignty will be removed.

China demands the return of Tsingtau, the return of railway and mining interests, the cancellation of agreements with Germany, the cancellation of the Boxer Indemnities, and the return of the Observatory instruments stolen in 1900.

[AMERICAN WIRELESS.]

SINO JAPANESE SECRET TREATIES.

PARIS, March 18th.

The Sino Japanese Agreement of September, 1918, and the Supplementary Treaty and Note of May, 1915, concerning the disposition of German rights in the Shantung province, are now before the Council of the Great Powers at the Peace Conference.

Both Chinese and Japanese Delegates declare that no documents have been withheld from the Peace Conference, which is expected shortly to pass upon the disposition of the former German holding of the Shantung Province.—*American Wireless.*

THE HONGKONG-SINGAPORE ARTILLERY.

ENTERTAINMENT TO OFFICERS

The Indian Staff of the General Post Office entertained the officers of the Hongkong Singapore Royal Garrison Artillery and Mountain Battery, yesterday afternoon at Wiseman's Café, in celebration of their safe return to the Colony after a strenuous term of active service. Among the officers present were Capt. F L. Skilton (M.C.) Lieut. R. O. Perott Lieut E. Evenden (M.C.), Lieut. Willcox, Lieut. B. L. Tyler, Lieut. C. W Reynolds, Lieut. R. A. Sutherland, Lieut Mann, Lieut. Creasy, Subadhar Imam Din Khan (M.C.), Subadhar Mehdi Shah, Subadhar Maula Baksh, S.A.S (St. George's gold medal) Jemadar Nur Mohammed, Havildar Major Piran Datta (D.C.M.), Havildar Nawab Khan (D.C.M.), Havildar Piran Ditta (D.C.M.), Havildar Ghani (M.M.), Naik Tikka Khan (M.M.) and Havildar Sultan Mohammed (D.C.M.).

Besides the military guests there were also present Mr. S. B. C. Ross, Khan Sahib Hasham Khan, Mr. G. D. Mehal, Mr. A. F. Arculli, Mr. A. Arculli, Mr O. Arculli, Dr. H. Arculli, Mr. Sirdar Khan, Mr. Khawas Khan, Mr. S. H Soleman, Inspector Nawab Khan, Mr. S. D. Mehal, Mr. Feroz Ali, and Mr. Fatch Mohammed.

Khan Sahib Hasham Khan, in thanking the military guests for their attendance, said: "We asked your presence here in order to convey to you, as well as to the combatants of your Battery, our sense of pride in the fact that you have done your duty to the Raj and the Empire to which we are all so devoted. By the skilful and successful performance of your duty, you have conferred lustre on the Indian community, and proved to the world that we Indians, whether Mushims or otherwise, are loyal to the core, and deeply devoted to H.M. the King Emperor." (Applause.)

Subadhar Imam Din Khan, replying, said that his brother officers and he felt the greatest pleasure in expressing that they had striven with all their ardour to perform their duty, and sustain the honour of their great country. They were very proud of the part they had played in the great war. (Applause.)

After tea and light refreshments had been partaken of, Capt. Skilton, Officer Commanding, speaking in Urdu, paid a rare tribute to the gallantry of the Indian officers, non-commissioned officers, and men. He said that the successes achieved by the Battery were mainly to the enthusiasm which the officers infused into the men and the gallantry of the Indian ranks.

The bagpipers of the Battery then marched in, and enlivened the proceedings to some national airs. The gathering dispersed shortly after 6 p.m.

OUR LONDON LETTER.

THE HOUSE FAMINE AND DEARTH OF SERVANTS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, January 13th.

It is amusing to note the fairly prevalent idea that China is a weird kind of country, where all the inhabitants are like the people seen on the London stage in comic opera or pantomime. They wear the quaintest costumes imaginable, eat birds' nests (nobody quite knows what it means), and smoke opium as a matter of course. Without opium the mental vision of China would be incomplete.

Fleet street has been doing its best to keep the hoary tradition going by innumerable articles since the young actress, Miss Billie Carleton, drugged herself to death in her flat a few doors from the Savoy hotel. There have been "revelations," as the evening papers call them, at the inquest, which has been adjourned again and again. But it only amounts to this that the actress took cocaine regularly, and from time to time formed one of a party in a West End flat where opium was smoked. The drug was obtained from a Chinaman in Limehouse, and prepared by the man's wife, a Scotswoman. And because the former was a Celestial and addicted to opium—the custom of his country!—he was fined a few pounds, while his wife, it was considered, ought to have known better and was accordingly sent to prison with hard labour.

But although the suggestion is freely made that opium-smoking is on the increase in London, I am assured that the authorities, conversant with the facts, think otherwise. If there is rather more drug-taking now than formerly it is attributable to the phenomenal strain and worry of war time, and especially to the restrictions placed on the sale of alcohol. There are opium dens in London, as in all great cities, but here they are confined practically to the East End, and are squalid, dirty, evil-smelling retreats frequented only by the scum of the dock population. This is not to say opium-smoking is unknown west of Temple Bar; but at the same time it is quite fallacious to imagine that the practice is largely on the increase, as might be supposed by a casual perusal of the newspapers.

THE HOUSING PROBLEM.

Two problems at present confront the domestic-loving Englishman. One is the shortage of housing accommodation; the other, the dearth of servants. As regards houses, the problem is so acute that it may be described as having reached the stage of crisis. Not only in London, but all over the country, couples are compelled to defer their entry into the holy state of matrimony because it is impossible to find dwellings. The explanation is that during the war building ceased. Since 1915 no house could be erected without a Government permit; and, added to this, the enhanced cost of materials—from 300 to 400 per cent. at least—effectually stopped private enterprise. We are therefore faced with a house famine. It is so widespread and urgent that the Prime Minister has put housing in the very forefront of his programme of Re-construction. Housing the people is to be the business of the State.

Meanwhile rents are being raised to an enormous degree. It is usual for a tenant whose lease has expired to be offered the alternative to buy the house at a ridiculously inflated price, or pay extra rent up to a 50 per cent. increase. Even so, he is more fortunate than many whose houses are sold "over their heads" to someone desirous of occupying the property, and in such cases the first intimation that anything has happened is a peremptory notice to quit.

SERVANTS UNOBTAINABLE.

Another serious worry of householders in these times is the dearth of domestic servants. High wages and a larger measure of personal freedom acted like a magnet to the female servant class when the call was made for munition workers. They exchanged cap and apron for overalls, and, on the whole, found life more congenial in the making of shells to settle the Boche than making puddings to test one's digestion. Now that the war is over the women refuse to re-enter domestic service. The mistress who has done her best to carry on pending the return of Mary Ann after the war is faced indefinitely with the prospect of a servantless house.

The Government are held accountable in part for the situation by allowing discharged munition workers demobilisation pay of 25s. per week. The object was excellent so far as it went, being intended to keep the women from want till they could get back again into settled employment; but the fact remains that so long as the 25s. is forthcoming women will not work at all. They are taking a holiday. They object most particularly to service. But the tax-payor has revolted against this, and therefore the word has gone forth this week to the Labour Exchanges that where employment is offered to a woman and she refuses to accept it the Government allowance must cease instantly. It is the best news that the Lady of the House has heard for many a day.

DELAY IN DEMOBILISATION.

A good deal of fault is found with the way demobilisation is proceeding. Complaint is made that men are not returned fast enough to civil life. All sorts of reasons are given to account for delay—notably, that "dug out" officers, installed at Whitehall, instead of speeding-up the process are, in fact, retarding it in order to hold on to their jobs as long as possible; and also that because a dozen different Government Departments are concerned there is inevitable overlapping and hinderance. Fine promises were made during the General Election that men would be returned to civil life with all speed. It was necessary, it was said, for the reorganisation of trade. So much was made of the subject that recently soldiers on leave showed signs of being tainted with indiscipline, due to the belief that faith was not being kept with them, and some refused to return to their regiments abroad.

The trouble so far as the troops are concerned has been put right. The truth about the matter is that unforeseen difficulties continue to arise in relation to the release of men. The scheme adopted is to discharge "pivotal" men, essential in certain industries, and "slip" men, who have special skill, and also those who have employment offered them by their old employers. In dealing with an Army of seven millions, naturally the working out of this plan takes time. And there remains the important fact that the Germans have not yet demobilised, and that it is imperatively necessary for us to maintain the Army of Occupation in Germany in overwhelming strength. This, indeed, governs the situation, and will continue to do so until the Peace Treaty is ratified. The moral of it all is that even in a General Election it is unwise to promise more than you can perform.

PEACE CONFERENCE STARTS.

In connection with the Peace Conference which begins its labours this week, Paris is half-full with the official worlds of London and Washington, to say nothing of the other nations concerned in the final settlement. The magnitude of the work involved may be judged by the fact that the British Government have taken over to the French capital an army of clerks and typists numbering 500 altogether.

It is said that if you walk from the Rue de Richelieu through the Jardin des Tuileries, across the Place de la Concorde, and so along the broad Avenue des Champs Elysees to the Arc de Triomphe, in the whole of that two miles stretch you hear nothing but the English tongue. One British newspaper correspondent declares that a day or so ago he asked his way in French along this route and everyone he met replied in English; and he humorously remarks that what you have to look for now in Paris is the café or restaurant where there is authentic evidence that "*Ici on parle français.*"

H. B.

TAXATION OF BACHELORS.

Giving evidence recently at the National Birth Rate Commission, under the chairmanship of the Bishop of Birmingham, Colonel C. J. Bond said that they should consider whether there should not be some form of health certificate before marriage. There was evidence that in certain nervous affections, blindness, muteness, and others, there was a natural process of attraction between people who were not suited. He thought that the gradual postponement of the age of marriage, owing to social conditions and economic causes, had been prejudicial, and had led to increased immorality and decrease in the production of healthy lives.

The Bishop of Birmingham, referring to the taxation of bachelors which Colonel Bond had alluded to, said it must be remembered that nowadays women were holding more and more independent positions, and they heard more and more of wage-earning women.

Colonel Bond replied that that was a question bound up with the serious problem of the segregation of the sexes.

Dr. Amand Routh said the birth-rate of England and Wales had steadily declined. The death-rate of illegitimate children was at least twice that of the legitimate rate.

LARGEST FLYING BOAT IN THE WORLD.

AERIAL SHIP TO CROSS ATLANTIC WITH 85 PASSENGERS.

The airplane is rapidly becoming one of the greatest factors of modern life and business. When it was first introduced to the public it was regarded with some surprise, but a good deal more of scorn, and the supposedly wise shook their heads, and smiled incredulously as they passed on. But since then many things have happened to push it to the front. The feats performed by Orville Wright made us gape with amazement, and its tentative employment on the field of battle during the last bloody war, almost took the breath from our body. They put an end to the "scornful" phase of public opinion forever, and the entire world admitted that the airplane had a wonderful future before it. Today no mechanical invention in the world has a more flattering prospect before it. All over our own and foreign countries factories are being devoted to its manufacture, nations have been obliged to recognize it as a powerful agent in war and peace, and its future career of usefulness in the progress of the world cannot be foreseen. That it will be one of glory and prosperity, no rational man has now the slightest doubt.

In the early days of its conception, some of its most ardent enthusiasts began to predict its becoming in due time an important industrial factor rather than a mere object of pleasure for adventurous persons. Some even went so far as to predict the eventual crossing of the ocean and taking from our regular liners their profitable business, at a future date. Of course, such predictions were received with sneers by the average man, who regarded their makers as on the road to the lunatic asylum. Rodman Wanamaker, however, was not one of the "ordinary men." He honestly believed in the possibility of the prediction being confirmed, and he ordered the building of an aeroplane designed for the special service of crossing the Atlantic. This was before the breaking out of the world war, just happily closed, and his plans were interfered with by the opening of hostilities. The idea was never abandoned, however, and aeroplanes have been built and are still building with the idea of some day putting the question to the test by launching a trans-Atlantic trip which, it is estimated, will require about 31 hours of continuous flying.

Now that the censorship has been removed it is possible to reveal details of the boat which was built by the Curtiss Company, and in which a few weeks ago, Lieut. David McCullough carried fifty men from the Navy station, in a flight along the Atlantic coast, which is declared to have been one of the first examples of the great craft designed at some future day, to rival the ocean liner and the railway train.

The machine, which is the largest of its kind in the world, was designed for the Navy, by Glenn E. Curtiss. Some of the amazing dimensions of the colossal flying boat are as follows: upper wing from tip to tip, 126 feet; the chord, or depth of the wings, 12feet; the gap between the upper and lower wings, 12 feet; and from the tip of the boat to the tail, the machine measures 70 feet. The boat, which is known as the *Curtiss N. C. 1.*, can carry sufficient gasolene to stay aloft thirteen hours, and make eighty miles an hour. In spite of its tremendous size, and heavy weight, it can rise to a height of 2,000 feet in ten minutes. The *Curtiss N. C. 1.* is similar in design to the American, designed by Mr. Curtiss for Mr. Wanamaker which, of course, on account of the war, did not achieve its mission, that of traversing the Atlantic.

On this wonderful boat are a dining room, state rooms, and other accommodations for the convenience of passengers in the hull, which is supported by three planes, with a 420-foot wing spread. The power is furnished by six motors, of 1,600 horsepower each, except the central one, or in all 10,000 horsepower. The hull containing the passenger compartments is built on steam-line basis, resembling that of a sulphur-bottomed whaler, and is arranged to accommodate 85 persons, besides the crew of fifteen men, a total of 15,000 pounds allowing 700 pounds for supplies and fuel for the eighteen-hour run.

A corporation has already been formed to manage a flying boat service across the Atlantic. Boats will leave Battery Park, New York City, at 7 a.m., arrive at New Foundland at 5.20 p.m. the same day, and leave at 5.40 arriving at Queenstown at 11.40 the next morning. They will leave Queenstown for London, at noon, reaching there at 3 p.m. The mileage covered is 3,456, and the time consumed by the trip is 31 hours. Arrangements have been made for the aerial liners *Etheric*, *Wave Crest* and *Silver Lining*. Accommodation will be limited to eighty-five persons and the maximum baggage allowed will be 20 pounds each. Trunks and effects will be forwarded by fast steamship service to destination, and no animals will be transported.

Of course, nothing definite can be announced in regard to this proposed new method of transportation. A thousand difficulties as yet unseen may interfere with its being established. But of the progress of the science of ploughing through the air for many business purposes in the future, it may safely be assumed that the flying boat has come to stay and will leave a lasting mark on the history of the country. Already it has been adopted by the post office, and mail routes are being steadily marked out, and services established. It is not too much to assume that within the next year practically all our important mails will be carried to their destination through the air at an immense saving of time, and of the difficulties encountered continuously by train service.

The benefits which are likely to result from the practical work of the aeroplane are suggested by the recent trip in one from Cairo, Egypt, across the Baluchistan border, of Major-General Sal-

(Continued at foot of next column.)

SECRET TRIALS CONDEMNED.

STRONG PROTEST BY MR. JUSTICE DARLING.

Mr Justice Darling uttered a strong protest at the Old Bailey recently against the operation of an Act which enacted that trials under its provisions must be heard *in camera*, excluding both the public and the Press. He had just sentenced Frederick William Duncombe, aged forty, an engineer, to five years' penal servitude for an act of immorality, and remarked that he was told that in that court it was unusual for the reporters even to mention that such cases were being tried. Thus people might never know that a man had been acquitted. In the cases he had tried in the last two days one man had been acquitted and one convicted.

"I desire to say," continued Mr. Justice Darling, "that I think it would be very much better that these cases should be heard publicly. I don't know how it was that Parliament enacted that these cases must be heard in secret. It is a variation from the law of this country. I think the reason that Parliament said that these case, should be heard *in camera* may be this. Formerly they were not offences at common law, and a person could not be tried for them. They were dealt with in the ecclesiastical courts, and could not be tried in the King's courts. Such cases in the ecclesiastical courts were heard *in camera*.

"I have tried a great many of these cases, and I desire to say that in my judgment more harm than good is done by hearing them *in camera*. If they are tried in public justice is done to the people charged, because the necessary information as to what happened at the man's trial may become known, and the public may be provided with the knowledge of what is really the moral condition of the country."

PEACETIME PRICES.

[BY WALT MASON, AMERICA'S WELL-KNOWN PROSE RHYMER.]

When doves of peace are soaring round, and eagles quit their yapping, will things cost just as much per pound as when the hosts were scrapping? The prices rise without a break, the snowclad summits striking; no effort does it seem to take to keep the blamed things hiking. The news is flashed across the sea that some one's goat is taken, up goes the price of prunes and tea, and succotash and bacon. A bunch of kings have soaked their crowns, we read in late despatches; up goes the price of hand-me-downs, and pointer pups and matches. Some heart-sick rulers vainly try to smile while taking bitters; up goes the price of whiskers' dye, of applejack and fritters. It's easy turning "reasons" loose, 'most any fake suffices; the punkest sort of cheap excuse will do for raising prices. When war dogs crawl into their den, convinced that war is cheesy, will bringing prices down again, think you, be quite so easy? Will Jinks, the grocer, blithely say, "We've had good news from Sweden, so I can cut the price to-day on all the things you're needin'!" Will Grimes, the clothier, say, "It's nice to know that Russia's better, so I will now reduce the price of that star-spangled sweater?" Let's hope such things will come to pass, when doves of peace are soaring, and meanwhile, as we dig the brass, cut out the useless roaring.

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mond, and another by Lieut. Gorod across the Andes at an altitude of 19,700 feet.

The study of aeroplanes by aeronautics for the past four years by the best of talent of a score and more of nations has brought about a remarkable degree of perfection in speed, direction, durability, length of flight, and ease of control by the operators. The wonderful feats of General Salmond and Lieut. Gorod demonstrate vividly the important uses to which flying can be put in times of peace, while the results secured on the battlefields of the last war demonstrate their utility in war. "If the aeroplane can successfully traverse the Arabian Deserts," says the *New York Sun*, "and span the towering masses of the Andes its services to humanity will be great, in bringing into touch with the centres of civilization the remote corners of the earth, and in uniting neighbouring lands now kept apart by Nature's barriers."

For no nation will its benefits be greater than for the British Empire. We may expect to hear soon of the delivering of London mails at Cape Town in less than a week; at Calcutta in less than six days, and at Sidney in ten days. To South America it means the overcoming, to some extent at least, of the great mountain barrier with which Nature has divided the fertile continent. It means a new linking together of East and West, North and South, and a realization of the long dream of brotherhood of man, for which every sincere citizen of the world has so long been crying.

One of the earliest and most important of the services of the flying boat to mankind will be that which it will render for the mail service. We have already established a mail between Washington, Philadelphia and New York, and preparations are being made by the Postmaster-General to extend it all over the country. It will not be long before airships will be flying in all directions, carrying business information. The delays which are constantly occurring on the railroad service will be eliminated, and speed of transmission of letters will certainly be more than doubled. The mail service of other lands is quick to get the spirit of the new enterprise, and England, France, and Italy already have mail lines established, and are promoting others. When we can send our messages through the air without undue delay, we shall have made a most wonderful advance in the arts of civilisation. That is what the flying boat is promising to achieve for us.—*Exporters & Importers Journal.*

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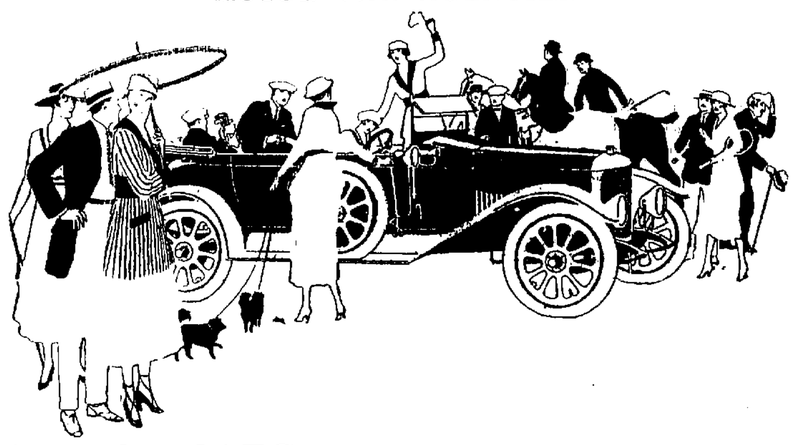

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BELGIAN JOURNALISTS.

FAREWELL DINNER

As chairman of the Overseas Committee of the Institute of Journalists, Lord Burnham gave a dinner at the Savoy Hotel, on January 13th, in London, in honour of members of the Belgian Press leaving England to resume their journalistic duties in their own country. During the German occupation of their land, Belgian journalists produced newspapers in England and Holland which did much to maintain the faith of their compatriots in the ultimate triumph of the cause of freedom.

After the toasts of "The King" and "The King of the Belgians" had been honoured, Mr. Herbert Samuel, president of the Anglo-Belgian Union, proposed "Belgium." He thanked Lord Burnham for giving them the opportunity of expressing once more the profound sympathy felt by the people of this country for their Belgian friends. (Cheers.) When Germany threw down her challenge it was a challenge to the human soul. It was a test whether mankind was willing to make sacrifices for great ideals, whether the peoples of the world would risk all for the sake of the principles of liberty and of international justice. It was Belgium who first took up that challenge (cheers) and it was the cause of Belgium more than any other thing that determined Great Britain in the course of policy it adopted. Speaking as one who was a member of the British Cabinet at that time, he could say that it was the invasion of Belgium that, more than anything else, ensured a harmonious and unanimous nation in entering that great conflict. (Cheers.) As President of the Local Government Board at that time he had the privilege of assisting the refugees who came from Belgium, and who numbered 250,000. It had been the function of the Belgian Press in England during all these years to maintain the moral of the Belgian people, to preserve the spirit of patriotism amongst them, and, so far as might be, to maintain their cheerfulness.

Now at last the people of Belgium were returning to their own country. They were returning to face very arduous and difficult economic conditions, but they saw at last near at hand the full restoration of Belgium—an even greater Belgium than before the war, a Belgium ennobled and sanctified by her sacrifices, a Belgium, let them hope, unified more even than she had been in bygone days, a Belgium which they hoped would, by the Peace Conference, be endowed with an even more complete independence than existed before the war, and a Belgium resting, like all other countries, on the sanction of international law, guaranteed and upheld by all the great nations of the world. It was in a League of Nations that hopes of all mankind would centre for the avoidance of another conflict. It might be long before Belgium relations were restored on a footing of friendship with Germany: it could hardly be expected that the events of the last few years would soon be forgotten, or, indeed, could ever be forgiven; but let them hope that Belgium would be able, as the outcome of the settlement of the Peace Conference, to live on terms not merely of goodwill but of friendship with all her other neighbours. (Cheers.) Particularly they would hope that the happy relations between Britain and Belgium might endure after the war was over.

As first president of the Anglo-Belgian Union, under the patronage of the two Sovereigns, he hoped that the union would help to keep up contact between the peoples of the two countries. The union proposed to encourage lectures on subjects of common interest by Englishmen in Belgium and by Belgians in the United Kingdom. It was hoped also to have an interchange of students between the universities of the two countries, and also to disseminate information of interest through the agency of the newspapers of both countries. At this moment the union was specially concerned to promote a memorial to the sailors of the *Vindictive* and the British Fleet generally, which took part in the historic attack at Zeebrugge. At the suggestion of the Deputy for Bruges, and under the auspices of a committee of Englishmen and Belgians, it was proposed to raise a fund sufficient for all time of the men who fought in that remarkable action. (Cheers.)

M. Cammerts, in reply, said he had listened with great pleasure to the speech of Mr. Herbert Samuel, but whatever the possibilities of the future might be, for the present Belgians were more concerned with feelings of friendship with the British, French, and all the other Allies. They were keen to consolidate the bonds that bound Belgium to her splendid Allies. (Cheers.) That demanded all their effort at the present moment, and they had no mood for anything else. He had a splendid example of that friendship on the occasion of the entry of the King into Brussels, when his Majesty rode at the head of his troops. Contingents of the Allies followed. First came Americans, and the people said, "These are the men who have fed us." Then came the French, and people said, "These are the men who have fought for us and have housed our refugees." Later came a band of 100 pipers. The effect was tremendous, and people said, "These men did not only relieve us, house our refugees, and fight for us; but they came into the war for us." That impressed him very much. In Belgium to-day there was a knowledge of the circumstances in which Great Britain entered into the war. (Cheers.) But while Great Britain had rendered immense service to Belgium, he thought Belgium had rendered some service to Great Britain in helping the English people to realise the real spirit of the enemy and the danger for England and her Empire owing to German action. (Hear, hear.)

Lord Burnham, in proposing the toast of "The Belgian Press," said that his colleagues of the Belgian Press were about to return to their own long suffering and heroic country. That meant the restoration of what Gladstone once described as "public right in Europe," of which Belgium was at once the evidence and the guarantee. Great as had been the common losses and sorrows of the war, no country had been victimised as much as Belgium. (Hear, hear.) The vocabulary of crime and suffering had been torn to tatters to find new terms to describe the fate of those countries which had been, to use the military phrase, within "the zone of military operations," but no words fitted the case of Belgium so well as that of brutal and barbarous victimisation. No other newspaper Press, no other set of able editors and journalists had been so victimised. They had stood their long and torturing trial with unstained honour and unfailing fortitude. The German Government tried every means within their power to use and to seduce them, and, with the exception of a handful of wretched creatures who were now being gibbeted in Belgium, they shook their fists in the face of the oppressor. (Cheers.) Mr. Brand Whitlock, in his vivid story of German rule in Belgium, had told us how the Bar of Belgium vindicated its honour and its tradition, and they knew the Press did no less and no more. Belgian Pressmen, in their ravished homes or in exile in Great Britain and in France, had had little to live upon but the bread and the water of affliction, but they never dreamt of bowing the knee to Baal. Those who stayed in Belgium had had their pens wrenched from their hands, or had only been able to use them in secret work against the tyranny of the invader, and in unfailing efforts to maintain the spirit of the nation. Those who came to Great Britain had produced and published editions of their best papers in a way most creditable to their ability and patriotism, and of infinite solace to their fellow-countrymen. They had all felt the tragedy of the heart; Belgium had felt the tragedy of the soul. The worst at last was over, because the Germans were no longer in Belgium to mock and rejoice at the result of their infamy; but the suffering was not yet over, and could not be over. Belgium had been robbed of the means of livelihood in nearly every industry. He was told that in such a staple manufacture as that of cotton only the obsolete machinery had been left standing, and all the rest was sent away to German mills, from which, he hoped, it might still be brought back, undoubtedly the worse for wear. It was the same with printing. It was not only the machinery that had been either stolen or destroyed; the man-power had been disabled by the disuse of skill and the debility of enforced idleness. In spite of all, he believed that the inherited enterprise and industriousness of the Belgian people were such that they would triumph over these cruel hardships in their economic life, just as they did by their valour and endurance in the field of battle. (Cheers.) In the forum, in the market-place, in the temple, the shibboleth of the day was reconstruction, but here, although we had our time of trial and trouble before us, we used it only in changing metaphor. In Belgium, where a wide margin of her frontier was one long scene of devastation and often of desolation, the word "reconstruction" was a grim reality—an awful fact. Just as it was the common duty of the Allies to defend the independence of Belgium, so it was their common duty to leave nothing undone to restore Belgium to the status of industrial freedom and commercial capacity. We had seen what good workers the Belgians had proved themselves here in every branch of industry that they had entered, and what valuable help they rendered in producing those dumped masses of munitions which had in a material sense won the war. We could depend upon Belgium to regain her old pride of place, given only a fair and equal chance. She had even now a rankling sense of the injustice done her in 1839 by the Great Powers, which ought now to be reconsidered, and, as far as possible, redressed. The Press would be as much as ever in the forefront of the battle, leading and inspiring all ranks of the armies of industry. (Hear, hear.) We had, in Great Britain, in our local government, a body called the "Watch Committee." It controlled the town police. In the future, if the world was not to relapse into primeval anarchy, the newspaper Press had to constitute itself the "Watch Committee" of civilisation, otherwise the moral force of the world would be lost in the babel of tongues and the inevitable clash of national rivalries on an even extended scale. Therefore, "let our alliance be combined, our best friends made good, our best means stretched out." The Peace Conference could not last for ever; the newspaper Press will always be with us, and none would, he was sure, play its part better or more honourably than the Belgian Press, the representatives of which he hailed there that night as friends and colleagues, to whose future he wished all that was of good hope and good report. (Cheers.)

M. E. Heinzmann-Savino, in reply, said he wished most sincerely to thank the Overseas Committee of the Institute of Journalists for the sympathy they had manifested. The hospitality that they had been shown to them during their residence in England would never be forgotten.

M. A. Lemonnier (*L'Independence Belge*) and M. J. Claes (*La Metropole*) also replied.

Chevalier Maskens (First Secretary of the Belgian Legation), in the absence of the Belgian Minister, expressed to Lord Burnham, in the name of his compatriots who were present, their most sincere thanks. (Cheers.)

SUFFERED FROM ITCHING ECZEMA

All Over Back and Chest, Also Head. Unbearable. Cuticura Healed In a Month.

"I suffered from eczema. I was covered all over my back and chest with pimples the size of a pin head, and my head also had a mass of pimples slightly larger. The pimples were hard and dry, and always itched, and I scratched until I made them bleed. I could hardly get any sleep.

"It got unbearable and I sent for a free sample of Cuticura Soap and Ointment. It did good so I bought more, and used them for a month when I was healed." (Signed) Wm. Tonge, 5, Gordon St., Stairfoot, Yorks., Eng.

Cuticura Soap to cleanse, purify and beautify, Cuticura Ointment to soften, soothe and heal, are ideal for everyday toilet purposes.

Soap to cleanse. Ointment to heal. British Depot: F. Newbery & Sons, Ltd., 27, Charterhouse Sq., London. Sold everywhere.

[31 18

PITTSBURGH PERFECT WIRE

Manufactured by PITTSBURGH STEEL CO.
Frick Building NEW YORK, U. S. A.
Galvanized Wire Annealed Wire Varnished Wire
Bright, Hard or Soft Wire
Bolt and Rivet Wire
Galvanized Barbed Wire
Fabricated Wire Fencing
Fence Staples Gate Ties and other STEEL AND WIRE PRODUCTS

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"ARETHUSA" Training Ship.

Patrons: THEIR MAJESTIES THE KING AND QUEEN.

Chairman and Treasurer: C. E. MALDEN, Esq., M.A.
Chairman of Ship Committee:
HOWSON F. DEVITT, Esq.
Joint Secretaries:
H. BRISTOW WALLEN and HERBERT G. COPELAND.

To BRITONS EVERYWHERE—

Of the Eight Old "Arethusa" Boys in H.M.S. "Vindictive" at Zeebrugge, one secured the V.C. the others the D.S.M.

Altogether over 2,400 Old Boys are in the Royal Navy, many were in the Jutland battle, the Falkland Islands battle and other engagements in the East and in the North Sea.

It is of the utmost importance that the splendid work of the "Arethusa" Training Ship should be well maintained. 6,500 Boys are in the Mercantile Marine, and a further 4,000 are spread over the British Army's varied services. These facts should make an appeal hard to resist. If the Society to which this vessel belongs, and its Eight Country and London Homes are to be maintained without a shortage of funds, it can only be accomplished by an increase of Subscriptions and Donations and by Special Gifts to it War Emergency Fund, to enable it to meet the increased cost of food and materials.

The Committee plead earnestly for a generous response and all gifts will be promptly and gratefully acknowledged if sent to 164 Shaftesbury Ave., W.C. 2.

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MARTIN'S APIOL & STEEL PILLS for Ladies

A French Remedy for all Irregularities. Thousands of Ladies always keep a box of Martin's Pills to the house, so that on the first sign of any irregularity of the System a timely dose may be administered. These pills are those recommended to ladies their doctors to use. All Chemists and Stores sell them throughout the World, or post free 8/-. MARTIN, Chemist, Southampton, Eng.

MARTIN'S APIOL & STEEL PILLS for Ladies

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HALF A CENTURY REPUTATION.

DR. LECLERC'S PILLS FOR THE LIVER & KIDNEYS.

Invaluable for diseases of these important organs, Gravel, Pains in the Back, Gout, Rheumatism, &c. Price 3s., leading Chemists, or post free. DR. LE CLERC MED. CO., HAVERSTOCK ROAD, NW., LONDON, ENGLAND. Depots: Paris, 12, RUE CASTIGLIONE; New York, 90, BEEKMAN STREET; Toronto, LYMANS, LTD.; Australia, ELLIOT BROS., Sydney and Brisbane; NEW ZEALAND DRUG CO., LTD., Auckland, Christchurch, Dunedin, Wellington; India, B. K. PAUL & Co., Calcutta.

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AUCTIONS

PUBLIC AUCTIONS.

BY APPOINTMENT.

G. R.

HUGHES AND HOUGH,

BY AUCTIONEERS TO THE GOVERNMENT AND ADMIRALTY.

General Auctioneers,
Share, Coal and General.
Produce Brokers
and
Commission Agents.
PROPRIETORS
"TO-KWA-WAN COAL"
STORAGE,

CODES USED BENTLEY'S
A.B.C. 4th & 5th EDITIONS
A1 Telegraphic Code.
Telegraphic Address "MEIRION."
Hongkong.

PUBLIC AUCTION.

The Undersigned have received instructions from F. C. JENKIN, Esq., C.B.E., to sell by Public Auction,
TO-DAY (THURSDAY),
March 20th, 1919, commencing at 5 P.M., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,
A VALUABLE COLLECTION OF POSTAGE STAMPS,
Comprising:—Great Britain, Colonies and Possessions, Japan and China, Argentine and Chili, Cuba, Liberia, Mexico, Macao, Nicaragua, Phillippines, &c., &c.,
ALSO
2 Albums each containing the nucleus of a collection,
AND
1 Album with about 800 good specimens.
On view from Monday, March 17th.
TERMS:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, March 4th, 1919.

The Undersigned have received instructions to sell by Public Auction
(For Account of the Concerned),
TO-DAY (THURSDAY),
March 20th, 1919, at 10.30 A.M., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,
SUNDRY USEFUL HOUSEHOLD FURNITURE &c., &c.
removed to sale rooms for convenience of sale.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.

The Undersigned have received instructions from Messrs. F. W. SMITH & Co., Chefoo, to sell by Public Auction,
TO-MORROW (FRIDAY),
March 21st, 1919, commencing at 10.30 A.M., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,
A further small consignment of EMBROIDERED LINEN TEA CLOTHS, LADIES' UNDERWEAR, &c., &c.
These articles are of exceptional value equal to best Convent work, &c., &c.,
Comprising:—
Tea Cloths, Tea Serviettes, Tea Coseys, Camisoles, Night Gowns, Blouse Lengths, Collars, Bedspreads, &c., &c.
(Full Particulars from Catalogue).
On view day of sale.
TERMS:—Cash.
HUGHES & HOUGH,
Auctioneers.

The Undersigned have received instructions from THE HON. THE DIRECTOR PUBLIC WORKS to sell by Public Auction.
On SATURDAY,
March 22nd, 1919, at 12.30 NOON, at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,
30/35 H. P. FOUR CYLINDER SIX SEATER
"STUDEBAKER" CAR,
in good running order.
The Car may be seen by arrangement with the undersigned.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers to the Government.
Hongkong, March 14th, 1919.

The Undersigned have received instructions to sell by Public Auction
(For Account of the Concerned),
On TUESDAY,
March 25th, 1919, at 5.30 P.M, at AH KING'S SLIPWAY.
The Houseboat "Flora", Recently overhauled and painted inside and out. Complete with all accessories including Dinghy, Icebox, lavatory, new sails &c., &c. and ready for immediate use.
Inspecting orders from the Undersigned—or from March 24th.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.

On FRIDAY,
March 28th, 1919, commencing at 2.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,
A LARGE ASSORTMENT OF
CHINESE PROELAIN AND CURIOS,
Comprising:—
A variety of 5-coloured and 3 coloured Vases and Plates, Blue and White Vases and Figures, etc., old Bronzes, including Incense Burners of the Sung and Ming Dynasties, Pekinese Cloisonne, Amber, Jadestone, Crystal and Agate Vases and Ornaments, Beads, etc., Carved Bamboo Ware and a number of Snuff Bottles,
ALSO
Old Lacquered Screens, Embroideries, &c., &c. &c.
The greater portion of the above stock has recently arrived from the North and includes pieces from the Sung, Ming, Kanghi, Yungching, Kienlung and Towkwong Periods.
Catalogues will be issued.
On view day of sale.
TERMS:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, March 13th, 1919.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,
(For Account of the Concerned),
TO-MORROW (FRIDAY),
March 21st, 1919, at 11 A.M., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,
A quantity of Blue Serge—good quality,
and
A number of Pairs of Ladies' and Gents.' Boots and Shoes.
To be sold without reserve.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, March 20th, 1919.

TO-MORROW (FRIDAY),
March 21st, 1919, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,
ABOUT 300 CASES MIXED BISCUITS, at present stored in Lighters off Blue Buildings.
Inspecting orders may be had from the undersigned.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, March 19th, 1919.

On SATURDAY,
March 22nd, 1919, at 10.30 A.M., at 44B, Nathan Road, 1st Floor, Kowloon,
A QUANTITY OF
VALUABLE HOUSEHOLD FURNITURE,
&c., &c., &c.,
in Fumed Teakwood and Practically new.
Comprising:—Upholstered Arm-chairs, Sideboard, Dinner Waggon, Extension Dining Table and Chairs, Glass Ware, Dinner, Tea and Coffee Service, Large Teakwood Bedsteads, Mosquito Curtains (new), large and small Wardrobes, Toilet Tables, Washstands, &c., &c., Bathroom and Kitchen Utensils,
ALSO
Ice Chest, New Shanghai Sunblinds and Electric Fittings.
(Particulars from Catalogue).
On view day of sale.
TERMS:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, March 18th, 1919.

On TUESDAY,
March 25th 1919, commencing at 2.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,
A QUANTITY OF
USEFUL HOUSEHOLD LINENS, DRAWN WORK, AND EMBROIDERIES,
Comprising:—
HOUSEHOLD LINENS:—Single and Double Plain and Hemstitched Sheets Pillow Cases, Double White Satin Quilts, Linen Damask Serviettes, Glass Cloths, Bath Towels, Face Towels, &c., &c.
DRAWNWORK:—Bedspreads, Pillow Cases, Tray Cloths, &c., &c.
EMBROIDERIES:—Bedspreads, Table Covers, Tea Cloths, Runners, 18 by 54 in.
A few lots of Attaché Cases and Bellow Valises.
(All new goods and small lots to suit purchasers).
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, March 19th, 1919.

ON FRIDAY,
March 28th, 1919, commencing at 2.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,
TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS-MOUNTED DOUBLE AND TWIN BEDSTEADS, CURTAINS, CARPETS, &c., &c.,
Comprising:—
Chesterfield Sofas and Arm-chairs (new), Folding Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, Washstands, &c., (fumed Teakwood), Sideboards, Dinner Waggons, Extension Dining Tables and Chairs, &c., Dinner Services, Crockery, and good Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electro-Plated Ware.
Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, including 1 Large Blackwood Screen, Blue and white Panels, and Blackwood Fire Screen, Side Tables, Chairs, Cabinets, Pictures, and Oil Paintings, Several Carpets, new and second-hand.
ALSO
Treadle Sewing Machine (nearly new) with all accessories. Pianos in good condition, one large Ice Chest suitable for Hotel, Enamelled Bath and one Large Gas Cooking Stove.
(Full Particulars from Catalogue).
TERMS:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, March 19th, 1919.

The Undersigned have received instructions from the HON. THE CAPT. SUPT. OF POLICE, to sell by Public Auction,
On THURSDAY,
March 27th, 1919, at 11 A.M., at Yau-ma-ti Police Moorings,
No. 6, Police Pinnace and
No. 8, Police Piannce
Hull Teakwook,
Length ... ... 40 feet.
Beam ... ... 8 "
Draft ... ... 4 " 6 inches.
Engines compound, non-condensing.
Inspecting orders may be had from the undersigned.
TERMS:—Cash.
HUGHES & HOUGH,
Auctioneers to the Government.
Hongkong, March 18th, 1919.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction
(For Account of the Concerned),
On SATURDAY,
March 29th, 1919, at 11 A.M., at No. 1, Hart Avenue, Kowloon,
THE SUNDRY
VALUABLE HOUSEHOLD FURNITURE,
&c., &c., &c.,
therein contained,
Including
POT PLANTS, ELECTRIC FITTINGS,
and
1 COTTAGE PIANO BY COLLARD AND COLLARD.
(Particulars from Catalogue).
On view day of sale.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, March 18th, 1919. [281

THE EVILS OF BOLSHEVISM.

BRITISH-RUSSIAN CLUB.

The Earl of Denbigh presided over a largely-attended dinner, held in the Connaught Rooms, under the auspices of the British-Russian Club, to welcome a Russian delegation, which had come to Great Britain to explain the meaning and import of Bolshevism.

Matters in Russia, Lord Denbigh remarked, had gone from bad to worse until the world was confronted with a condition of things which could only be described as a direct threat to modern civilisation. (Hear, hear.) In Great Britain, unfortunately, too few people had the smallest appreciation of the real state of affairs, or the smallest idea of what Bolshevism meant. Bolshevism was threatening in every civilised country; it was the very negation of liberty. It could only be described as a sample of the most abominable tyranny that ever was inflicted upon mankind. They should not let the poison, which had grown up in Russia, gradually creep over Europe until it engulfed the whole of civilisation. (Cheers.)

Mr. Gourko said Russia not only gave all she had to the Allied cause, but even persisted in wishing to do so when she was completely exhausted and had no more forces left. Russia obliged Germany to keep her troops on the Russian front till October, 1917. The fact was that Germany did not conquer Russia on the battlefield. Russia fought to the last, and it was only when the Russian ruling power was overthrown, by German cunning and treachery, that Russia came out of the war. But Russia never surrendered to Germany. (Hear, hear.) As to Bolshevism, he would not try to describe the horrors of that *régime*. They were generally well known. The Russian people were rather a strange nation, often thinking not before, but after, doing something. (Hear, hear, and laughter.) That was probably one of the reasons why they made a revolution in the name of liberty and were now in the fetters of tyranny. All Russia's cultured elements were persuaded that the prolongation of the Bolshevik *régime* would lead to the darkest reaction, and they asked for the help of the Allies in bringing about the reconstruction of order in their country. (Hear, hear.) All England's past, all British history, proved that the British people, in modern as in olden times, were the most chivalrous people of Christendom, and that there always were more than enough English boys ready to unsheath their gallant swords for a righteous cause. (Hear, hear.) Once the real position in Russia was made absolutely clear, once the real character of the Bolsheviks was completely unveiled, he was certain that England would respond to the appeal of a friend in dire need, and would find effectual means of tearing Russia out of the straits in which she for the moment was. (Cheers.)

Mr. Titoff appealed to Great Britain to assist Russia, in the present unequal struggle, by sending materials to carry on the fight against Bolshevism.

Mr. I. Urquhart, proposing the toast of "The Guests," complained of the ignorance of the British Government in regard to Russian affairs. In this connection the Government had to be educated. Hitherto there had been a lot of sham sentiment and a lot of ignorance; as a matter of fact, the Government had not tried to realise the situation. His suggestion was that the Labour party should be appealed to. Then both the Government and the Army would have a backing. If the Labour party would only support Russia at present the world would be much nearer peace than if Russia was allowed to stew in her own juice. (Hear, hear.)

Mr. Nabokoff, responding, said Russia still remained a great Power. All patriotic Russians considered themselves allies of those countries which had concluded a pact that they would not make a separate peace with Germany. (Cheers.) The war was started by Germany with the one object—Berlin to Baghdad. It was the main interest of Great Britain and Russia that another route should not be found—Berlin, Moscow, and Transcaspia. (Hear, hear.) He could tell them, on behalf of Russia, that they would try to secure that end, and he came to ask them to help in that common object.

Mr. J. Seddon, M.P., also replying, said the British desire was that Bolshevism should be destroyed, and that Russia should come along as a regenerated country, taking her place among the free nations of the world. (Hear, hear.) He believed that Lenin and Trotsky were not only the enemies of mankind, but the paid agents of Germany. (Loud cheers.) Speaking of the position of the British Labour party, Mr. Seddon denied the right of Mr. Arthur Henderson to go to the Continent and speak in the name of Labour. If Mr. Henderson had been a true democrat he would have accepted the verdict of the General Election. (Hear, hear.) Not only were Mr. Henderson and his friends misrepresenting democracy, but they were traitors to the highest and truest principles of democracy as he understood it. (Cheers.)

CHINESE SEAMEN AND BRITISH VESSELS.

Unemployment among British seamen and its relation to Chinese labour on British ships was discussed at a meeting of seamen at the Broomielaw in Glasgow, Mr. E. Shinwell, of the British Seafarers' Union, called the attention of the gathering to the large number of British seamen and firemen at present unemployed, and to the large number who were being demobilised and would find it difficult to secure employment aboard ships. This he attributed to the refusal of the Government to exclude Chinese labour from British ships, and it was essential, he urged, that action should be taken at once. A resolution was carried to the effect that a telegram be forwarded to the Government informing them that, owing to the difficulty of obtaining employment at Glasgow Harbour, immediate steps should be taken to exclude Chinese labour from British vessels. It was further resolved that no Chinaman should be permitted to sign on at Glasgow, and that if any attempt was made to do so drastic action should be taken.

THE

CORONET THEATRE

presents

MRS. VERNON CASTLE

the best known, best dressed woman in America, in the exciting Pathe Play

"THE MYSTERIOUS CLIENT"

Thursday, Friday, Saturday and Sunday.

Also a Charlie Chaplin comedy entitled "Easy Street."

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WISEMAN, LTD.

TEA DANCE

TO-DAY

Thursday, March 20th.

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G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 24th day of March, 1919, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND above Bowen Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Contents in Square feet	Annual Rent	Upset Price.
			N.	S.	E.	W.		$	$
			feet	feet	feet	feet			
1	Inland Lot No. 2982.	Above Bowen Road.	As	per	sale	plan.	20,000	133	2,400

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PALACE HOTEL, KOWLOON.
Corner of Haiphong and Hankow Roads.
Tel. No. 3. Tel. Address: Palace.

TWO Minutes from Ferry and Railway station. This Hotel has just been completely renovated and refurnished, is now up-to-date in every respect and under English Management.
Cuisine under personal supervision of the Proprietor.
BAR AND BILLIARD ROOMS.
TERMS MODERATE
Special Arrangement for Families on Application to:
J. H. OXBERRY,
Proprietor.
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NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"NELLORE"
Arrived Hongkong on March 12th, 1919,
FROM LONDON, COLOMBO & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.
Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised, No Claims will be admitted after the Goods have left the Godowns.
E. V. D. PARR
Superintendent.
Hongkong, March 14th, 1919. [1

S.S. "ANDRE LEBON."
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLES in connection with above Steamer are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON 5th inst., requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 12th inst., at NOON, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 25th inst., or they will not be recognised.
All damaged packages will be examined by Messrs. Goddard & Douglas on TUESDAY, the 11th inst., at 10 A.M.
No Fire Insurance has been effected.
J. TOURTET,
Acting Agent.
Hongkong, March 5th, 1919. [2

THE NEW FRENCH REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 For Bladder Catarrh. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weaknesses. Sole by Leading Chemists. Proof in England, &c. Dr. Le Clerc, Med. Co., Haverstock Rd., N.W. 5, London. See Trade-Marks World "THERAPION" is on Bair. Govt. Stamp Affixed to Genuine Packets. 151

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA PANAMA CANAL.

THE Steamship
"WALTON HALL,"
having arrived, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.
Goods not cleared by 22nd March, 1919, will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 20th and 21st March, at 2.30 P.M. Claims against the Steamer must be presented within 14 days of arrival, otherwise they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
Agents.
Hongkong, 14th March, 1919. [475

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL AND SOUTH AFRICAN PORTS.

THE Homeward Mail Steamer, carrying His Majesty's Mail, will be despatched from this port as usual, taking Cargo for the above Ports. Passenger accommodation in the connecting vessel when available, secured before departure from Hongkong.
Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the oncarrying Steamer for Marseilles and London.
Parcels will be received at the Office until 3 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, sailing dates, etc. apply to
E. V. D. PARR,
Superintendent.

WAI KEE.

FLAG & SAILMAKER,
No. 139, Des Vœux Road Central,
Top Floor,
HONGKONG.
Telephone No. 1533.] 76

SHIPPING NEWS

ARRIVALS.

March 18th.

Carnarvonshire, British str., 9,406 tons, Capt. Breath, from Singapore, which port she left on March 13th with a general cargo.—Jardine, Matheson & Co.

March 19th.

Fooshing, British str., 1,423 tons, Capt. Robertson, from Hongay, which port she left on March 16th, with a cargo of coal.—Jardine, Matheson & Co.

Haiman, British str., 643 tons, Capt. Page, from Singapore, which port she left on March 12th with a general cargo.

Haitan, British str., 1,175 tons, Capt. Stewart, from Swatow, which port she left on March 18th, with a general cargo. Douglas S S Co.

CLEARANCES.

March 19th.

Childar, for Bangkok.
Chip Shing, for Canton.
Hanoi, for Haiphong.
Hwah Ting, for Shanghai
Medway, for Tarakan.
Shun Cheong, for Kwong Chow Wan.
Wing Hang, for Kwong Chow Wan.

PASSENGERS.

ARRIVALS.

Per s.s. *Carnarvonshire*, on March 18th:—Mr. and Mrs. Mugliston, Mr. and Mrs. Lloyd Evans, Mrs. Rupert, Mr. Tinsley, Mr. Swan, Capt. and Mrs. H. Hilman, R.N., Mr. Redford, and Mr. Aviet.

Per s.s. *Haitan*, on March 19th:—Mr. and Mrs. Van Dyke.

DEPARTURES.

Per s.s. *Empress of Japan*, on March 19th:—Mrs. and Miss Abbott, Mr. Astashkin, Miss W. W. Bascombe, Mr. E. J. Best, Mrs. Blackman, Mr. Georges Cheminaur, Mr. Colman, Mr. R. W. Cunningham, Mr. and Mrs. W. C. Cadman, Mr. M. K. Devries, Mr. and Mrs. H. E. Darby, Mrs. C. J. Donnell, Mr. A. H. Elliott, Mr. E. L. Frain, Dr. P. R. Fulton, Mrs. Fawens, Mr. D. W. Fikkert, Miss M. de Figuerado, Mr. Agetzou, Commander Groisset, Mr. and Mrs. E. de Garcia, Rev. R. H. A. Haslam, Miss D. Harrison, Miss N. Harrison, Mr. and Mrs. T. S. Holt, Mrs. P. M. Hodgson, Miss R. L. Havers, Mr. and Mrs. van Hassett, Mr. R. B. Kennedy, Miss C. Jacquier, Mr. and Mrs. F. Leo, Mr. C. Macarthy, Mr. T. Mahlin, Mr. J. W. Miller, Mr. and Mrs. Morris, Mrs. Morrison, Miss J. McCric, Mr. Newberg, Mr. and Mrs. W. J. Oudendyke, Mr. and Mrs. E. M. O'Brien, Mr. W. Pattison, Mr. and Mrs. T. P. Pasquier, Mrs. Pope, Mr. Henry Reside, Mr. Rodgers, Mr. F. C. Robertson, Mrs. Russell, Messrs. M. B. Smith, and J. C. Silva, Mrs. J. M. Smith, Mr. A. A. Sviderskv, Mr. and Mrs. H. Schaffer, Miss Lack Smith, Mr. and Mrs. J. C. Swayne, Mrs. Templeton, Miss Helen Templeton, Mr. P. C. M. Vander Beck, Mrs. F. M Vicaji, Mrs. Wier, Mr. R. A. Williamson.

SHIPPING ITEMS.

A telegram has been received from the San Francisco office of the China Mail Steamship Co., Ltd., advising that the s.s. *China* sailed from that port for the Orient on March 15th, in accordance with schedule.

The *Carnarvonshire*, which arrived in port on Tuesday from Singapore, reported that she encountered fine weather and a smooth sea, until approaching Gap Rock, when a thick fog set in.

FORTHCOMING EVENTS

TO-NIGHT

9.15 p.m.—Victoria Theatre.
9.15 p.m.—Coronet Theatre.

TO-MORROW.

9.15 p.m.—A.D.C. Performance at the Theatre Royal—"Pinkie and the Fairies."

Saturday, March 22nd:—
11.20 a.m.—Green Island Cement Co., Ltd., Meeting of Shareholders.
Tuesday, March 25th:—
3.55 p.m.—General Meeting of the Hongkong General Chamber of Commerce.
4 p.m.—Annual Meeting of the Hongkong General Chamber of Commerce.
Wednesday, March 26th:—
11.30 a.m.—China-Borneo Co., Ltd., Meeting of Shareholders.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w.' together with the number denoting the section

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
MARSEILLES via H'PHONG, SAIGON, S'PORE &c.	ANDRE LEBON	Fren. str.	—		MESSAGERIES MARITIMES	About 9th Apr.
MARSEILLES & LONDON via S'PORE, P'ANG &c.	NELLORE	Brit. str.	—		P. & O. S. N. Co.	About 20th Apr.
LONDON or LIVERPOOL via S'PORE, PENANG & C'BO &c.	INABA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	To-morrow, at 11 A.M.
LONDON	ALPS MARU	Jap. str.	—		OSAKA SHOSEN KAISHA	On 29th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	VENEZUELA	Am. str.	—		PACIFIC MAIL S.S. Co.	On 26th inst.
SAN FRANCISCO via SHANGHAI JAPAN &c.	NANKING	Am. str.	—		CHINA MAIL S.S. Co., LTD.	On 3rd Apr.
SAN FRANCISCO via SHANGHAI & JAPAN, &c	PERSIA MARU	Jap. str.	—		TOYO KISEN KAISHA	On 5th Apr.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	FUSHIMI MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 22nd inst., at 11 A.M.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	ARABIA MARU	Jap. str.	—		OSAKA SHOSEN KAISHA	On 5th Apr.
SEATTLE	M. V. LIBBY MAINE	Am. str.	—		THE ADMIRAL LINE PACIFIC S.S. Co.	To-day.
VANCOUVER via SHANGHAI, JAPAN &c.	EMPRESS OF ASIA	Brit. str.	-		CANADIAN PACIFIC O. S. LD.	On 29th inst.
AUSTRALIAN PORTS	LUZON MARU	Jap. str.	—		OSAKA SHOSEN KAISHA	End of Mar.
AUSTRALIAN PORTS via MANILA	TANGO MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 26th inst., at 11 A.M.
BUENOS AIRES, RIO DE JANEIRO, &c.	HIMALAYA MARU	Jap. str.	—		OSAKA SHOSEN KAISHA	End of Mar.
VALPARAISO via JAPAN, HONOLULU, SAN F'CISCO &c.	ANYO MARU	Jap. str.	—		TOYO KISEN KAISHA	To-morrow,
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 1st Apr., at 11 A.M.
KOBE	POONPANG	Brit. str.	—		JARDINE, MATHESON & Co., LTD.	To-morrow, at D'light.
TIENTSIN, WEIHAIWEI & CHEFOO	CHIPSHING	Brit. str.	—		JARDINE, MATHESON & Co., LTD.	On 23rd inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	SHIDZUOKA MARU	Jap str.	—		NIPPON YUSEN KAISHA	To-day, at 11 A.M.
SHANGHAI	SUNNING	Brit. str.	—		BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI	WINGSANG	Brit. str.	—		JARDINE, MATHESON & Co., LTD.	To-morrow at D'light.
SHANGHAI	SINKIANG	Brit. str.	—		BUTTERFIELD & SWIRE	On 25th inst., at Noon.
SHANGAHI	SUIYANG	Brit.	—		BUTTERFIELD & SWIRE	On 27th inst., at Noon.
SHANGHAI	PAUL LECA	Fre. str.	—		MESSAGERIES MARITIMES	About 1st Apr.
HAIPHONG via HOIHOW	TAKSANG	Brit. str.	—		JARDINE, MATHESON & Co., LTD.	To-morrow, at 8 A.M.
TAKAO via SWATOW & AMOY	SOSHU MARU	Jap. str.	—		OSAKA SHOSEN KAISHA	On 27th inst., at 9 A.M.
KEELUNG via SWATOW & AMOY	KAIJO MARU	Jap. str.	—		OSAKA SHOSEN KAISHA	On 23rd inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	On 25th inst., at 3 P.M.
SWATOW & BANGKOK	LUCHOW	Brit. str.	-		BUTTERFIELD & SWIRE	On 24th inst., at 10 A.M.
MANILA	LOONGSANG	Brit. str.	—		JARDINE, MATHESON & Co., LTD.	To-morrow at 3 P.M.
SINGAPORE & PENANG	NAN SANG	Brit. str	—		JARDINE, MATHESON & Co., LTD.	On 22nd inst., at 3 P.M.
SINGAPORE, PENANG & BELAWAN DELI	VAN WAERWIJCK	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	On 3rd Apr.
STRAITS & CALCUTTA	KUMSANG	Brit. str.	—		JARDINE, MATHESON & Co., LTD.	On 1st Apr., at 3 P.M.
CALCUTTA via S'PORE, P'ENG & RANGOON	YAMAGATA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	To-morrow, at 11 A.M.
JAVA	TJIMANUK	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	About 1st Apr.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN WAERWYCK"

will be despatched on **April 3rd,** to,

SINGAPORE, PENANG AND BELAWAN DELI.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:—

JAVA-CHINA-JAPAN-LYN,

Telephone No. 1574. Agents.

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THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
"TAIYUAN"	21st March	24th March

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE,

466] Agents.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI	"WINGSANG"...Fri.,	21st Mar. D'light.
KOBE	"FO KSANG" Fri.,	21st Mar. D'light.
HAIPHONG via HOIHOW	"TAKSANG".....Fri.,	21st Mar. 8 a.m.
MANILA	"LOONGSANG" Fri.,	21st Mar. 3 p.m.
SINGAPORE and PENANG	"NAMSANG" ...Sat.,	22nd Mar. 3 P.M.
TIENTSIN, WEIHAIWEI & CHEFOO	"CHIPSHING" Sun.,	23rd Mar. D'light.
SHANGHAI	"WOSANG ... Tues.,	25th Mar. D'light.
KOBE	"KWAISANG"...Fri.,	28th Mar. D'light.
MANILA	"YUENSANG"...Fri.,	28th Mar. 3 p.m.
STRAITS & CALCUTTA	"KUMSANG" ...Tues.,	1st Apr. 3 P.M.

CALCUTTA LINE:—This Line is now being reorganized and will shortly afford frequent and regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtsze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtsze Ports.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS. All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD.,

Telephone No. 215. General Managers.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

TO

STRAITS, BURMA, COLOMBO, INDIA, EGYPT, etc.

FOR

MARSEILLES AND LONDON

VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

S.S.	Leave HONGKONG about	Due MARSEILLES about	Due LONDON about
"NELLORE"	20th April	26th May	3rd June

FOR

BOMBAY VIA STRAITS & COLOMBO.

"DUNERA"	14th April	Due BOMBAY about 1st May

FOR

SHANGHAI MOJI, KOBE, etc.

"DUNERA"	31st March	SHANGHAI Only.

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freights, etc., apply to

P. & O. S. N. Co.

E. V. D. PARR, Superintendent.

Y. K. K.

YAMASHITA KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD).

NANYO MARU No. 1	REGULAR SERVICE FOR FREIGHT BETWEEN HONGKONG, BANGKOK AND OR SINGAPORE.
NANYO MARU No. 2	
NANYO MARU No. 3	
SODEGAURA MARU	
KYODO MARU No. 13	
TAMON MARU No. 1	
ASOSAN MARU	
CHEIAN MARU	

FOR PARTICULARS PLEASE APPLY TO—

M. KOBAYASHI, AGENT, TOP FLOOR, KING'S BUILDING.

TEL. 140 and 155. 112

KUHARA SHOJI KAISHA, LD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (KOBE).

Branches and Representatives:—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, BOMBAY, BERN, PORT SAID, GALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAO, BANGKOK, SAIGON, VLADIVOSTOCK, SHANGHAI and TAIPEH.

Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

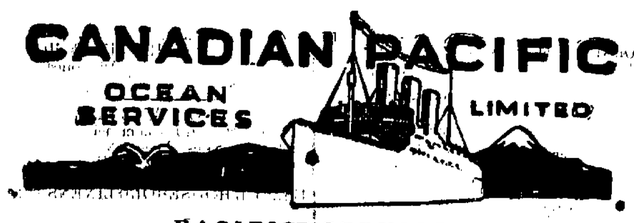
SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co., M. HASHIMOTO, General Agents.

Telephone No. 13 [97

CANADIAN PACIFIC OCEAN SERVICES LIMITED



PACIFIC SERVICE.

SAILINGS FROM HONGKONG TO VANCOUVER via Shanghai, Nagasaki (or Moji) Kobe and Yokohama.

Steamer	From Hongkong.	Arrive Vancouver.
"EMPRESS OF ASIA"	29th March.	14th April.
"MONTEAGLE"	5th April.	29th April.
"EMPRESS OF RUSSIA"	1st May.	19th May.
"EMPRESS OF JAPAN"	14th May.	4th June.
"EMPRESS OF ASIA"	29th May.	16th June.
"MONTEAGLE"	10th June.	4th July.
"EMPRESS OF RUSSIA"	26th June.	14th July.
"EMPRESS OF JAPAN"	9th July.	30th July.
"EMPRESS OF ASIA"	24th July.	11th August.
"MONTEAGLE"	15th August.	8th September.
"EMPRESS OF RUSSIA"	21st August	8th September.

For particulars regarding passage fares, sailings and reservation of accommodation, also Itineraries of trips and descriptive literature apply to—

F. D. SUTHERLAND, General Agent, Passenger Dept.

Phone 752.

For freight rates and through bills of lading via Vancouver in connection with Canadian Pacific Railway to all Overland Points in Canada and United States also to Europe and West Indies, apply to—

J. H. WALLACE, General Agent.

Phone 42. HONGKONG. 62

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

REGULAR SAILINGS BETWEEN

CHINA, MANILA, SINGAPORE, JAPAN AND SEATTLE.

FULL POWERED

M.V. "LIBBY MAINE"

SAILS FOR

SEATTLE—MARCH 20TH.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE.

JOHN J. GORMAN, GENERAL AGENT.

TELEPHONE 2888. Fifth Floor, HOTEL MANSIONS.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS

"ECUADOR," "VENEZUELA" AND "COLOMBIA,"

14,000 tons each.

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG at Noon.

S.S. "VENEZUELA"	Mar. 26th, 1919.
S.S. "ECUADOR"	Apr. 23rd, 1919.
S.S. "COLOMBIA"	May 21st, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Chinese, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, LTD.

For further information, rates, literature, schedules, etc., apply to

Telephone 141 COMPANY'S OFFICE in Alexander Building, Chater Road. 48

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

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"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For LONDON:—

S.S. "WALTON HALL" sailing March 22nd.

S.S. "CITY OF BRISTOL" sailing April 15th.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
General Agents.

or to REISS & Co., Canton.

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C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"TEAN"	On 19th Mar. 10 A.M.
HOIHOW, PAKHOI and HOIPHONG	"KAIFONG"	On 20th Mar. 11 A.M.
SHANGHAI	"SUNNING"	On 20th Mar. Noon.
SHANGHAI	"YINGCHOW"	On 23rd Mar. 3 P.M.
SWATOW and BANGKOK	"LUCHOW"	On 24th Mar. 10 A.M.
SHANGHAI	SINKIANG"	On 25th Mar. Noon.
SHANGHAI	"SUIYANG"	On 27th Mar. Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation, Amidships Electric Light and Fans in Saloon and State-rooms. Regular sonedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freights or Passage apply to—

SUTTERFIELD & SWIRE.
Agents

TELEPHONE 36

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DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 8 to 10 Days).

"HAITAN"	Capt. A. H. Stewart ...	TUESDAY,	25th Mar. at 1 P.M.
"HAIHONG"	Capt. J. W. Evans ...	FRIDAY,	28th Mar. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

3

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamer have excellent Saloon accommodation for Passengers, and are fitted with all modern conveniences and carry a duly qualified surgeon

Freight or Passage apply to

DAVID SASSOON & CO., LTD.
Agents

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P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MAIL AND PASSENGER SERVICES

TO

STRAITS, BURMA, COLOMBO, INDIA, AUSTRALASIA, EGYPT, MAURITIUS AND SOUTH AFRICA.

FOR

MARSEILLES AND LONDON.

Steamer	Leave HONGKONG about 1919	Due at MARSEILLES about	Due at LONDON about
NELLORE	20th April.	26th May	3rd June.

FOR

BOMBAY VIA STRAITS AND COLOMBO.

Steamer	Leave HONGKONG about	Due BOMBAY about
DUNERA	12th April	1st May

SAILINGS ALSO TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave HONGKONG about	
DUNERA	31st March	SHANGHAI Only

Tickets Interchangeable with B. I. S. N. Co. between ports common to both Companies.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth Furnished with an Electric Reading Lamp.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

E. V. D. PARR.
Superintendent.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT		SAILING DATES
		tons	
SHANGHAI, KOBE & YOKOHAMA ...	*SHIDZUOKA MARU	12,520	...THURS. 20th Mar. at 11 A.M.
	AKI MARU	12,300	...FRI 28th Mar. at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA ...	*NIKKO MARU	9,600	...TUES. 1st Apr. at 11 A.M.
SHANGHAI, and KOBE			
LONDON or LIVERPOOL, VIA §SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ and PORT SAID	INABA MARU ...	——	FRI. 21st Mar. at Noon.
	KAMO MARU ...	15,930	SAT. 5th Apr. at 11 A.M.
MELBOURNE VIA MANILA, ZAMBOANGA, THURS. IS., TOWNSVILLE, BRISBANE & SYDNEY	TANGO MARU	13,760	...WED. 26th Mar. at 11 A.M.
	NIKKO MARU ..	9,600	...WED. 23rd Apr. at 11 A.M.
NEW YORK VIA SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO and PANAMA CANAL ...	For date of sailing Apply at the Company's Office		
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO			
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	† YAMAGATA MARU	——	... FRI. 21st Mar. at 11 A.M.

§ Omitting Shanghai and/or Moji. † Wireless telegraphy.

HONGKONG. VICTORIA. B.C.. SEATTLE

VIA

MANILA, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 20,000 tons displacement.

NEXT SAILINGS FROM HONGKONG.

† FUSHIMI MARU ... ... SAT., 22nd Mar. at 11 A.M.
‡ † SUWA MARU ... ... MON., 5th May, at 11 A.M.

‡ Omitting Manila East bound.

For further information apply to

NIPPON YUSEN KAISHA.
S. YASUDA, Manager.

Telephone 292 and 293

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU,

FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
PERSIA MARU	9,000	... 5th April.
KOREA MARU	20,000	... 25th April, From YOKOHAMA.
NIPPON MARU	11,000	... 29th April, From YOKOHAMA.
SIBERIA MARU	20,000	... 22nd May, From YOKOHAMA
TENYO MARU	23,000	... 5th May.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES

Steamers	Tons	Leave Hongkong
ANYO MARU	18,500	... Mar. 21st.
SEIYO MARU	14,000	... May 3rd.
KIYO MARU	17,200	... July, 12th

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, Ltd. and the PACIFIC MAIL STEAMSHIP Co.

Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

TELEPHONES 1274 and 1275.

T. DAIGO, MANAGER
King's Building.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT		SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	"PAUL LECAT"	20,000	... On or about 1st April.
	"NERA"	10,000	... do. 20th April.
	"SPHINX"	20,000	... do. 20th May.
MARSEILLES VIA HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT-SAID	"ANDRE LEBON"	20,000	... On or about 9th April

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURTET.
Acting Agent,
Queen's Building.

TELEPHONE 740.

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O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON—Monthly direct service via Singapore and Port Said.
"ALPS MARU ... ... Saturday, 29th March.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transhipment at Bombay to Company's steamer.
"SIAM MARU" ... ... Thursday, 20th March.

MARSEILLES—Monthly direct service via Singapore and Port Said.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN AND CAPE TOWN VIA SINGAPORE.
"HIMALAYA MARU" ... ... End of March.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.
"SIAM MARU" ... ... Thursday, 20th March

BATAVIA, SOURABAYA, SAMARANG—Monthly direct service.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.
"LUZON MARU" ... ... End of March.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U. S. in connection with Chicago Milwaukee and St. Paul Railway.
"ARABIA MARU" ... ... Saturday, 5th April.
"MANILA MARU" ... ... Saturday, 12th April.

HAIPHONG—Three times a Month service.
"DAITOKU MARU" ... ... Sunday, 23rd March.

JAPAN PORTS.—Nagasaki, Yokohama.

KEELUNG, TAKAO VIA SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the Soon Yip wharf, near the Harbour Office.

FOR TAKAO VIA SWATOW AND AMOY.
"SOSHU MARU" ... ... Thursday, 27th March, at 9 a.m.

FOR KEELUNG VIA SWATOW AND AMOY.
"KAIJO MARU" ... ... Sunday, 23rd March, at 10 A.M.

For sailing dates and further particulars please apply to—

K. YAMASAKI.
Manager.
No. 1, Queen's Building.

Tel. No. 744 and 745.

38

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons, American Registry). "CHINA" (10,200 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" April 3rd, 1919. "CHINA" April 24th, 1919

An unsurpassed high-class passenger service.

O. H. RITTER, Freight and Passenger Agent.
Ice House Street. Tel. 1949.
Prince's Buildings.

POST OFFICE NOTICE.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers, etc. for their use handed in at the G. P. O. will be packed and forwarded to them free.

INWARD MAILS.

From	Per	Due.
Europe (via Negapatam)...	*Shidzuoka Maru* ...	20th Mar
Manila and Australia	*Taiyuan*	20th Mar.
Canada	*Empress of Asia*...	23rd Mar.

REGISTERED and PARCEL MAILS close 15 minutes earlier than the time given below unless otherwise stated.

OUTWARD MAILS.

For	Per	Date
Shanghai, N. China, and *Japan via Kobe...	*Shidzuoka Maru*	Thursday, 20th, 10.00 A M
Shanghai and North China	*Wingsang*...	Thursday, 20th, 5.0[illegible] P M
*Japan via Kobe	*Fooksang* ...	Thursday, 20th, 5.00 P M
Hoihow and Haiphong	*Taksang* ...	Thur-day, 20th, 5.00 P M
Chefoo	*Tunglee* ...	Thursday, 20th, 5.00 P M
Straits, Bangkok, Ceylon, Mauritius, South Africa, India, via Dhanushkodi, Egypt and *Europe via Suez ... Japan via Moji, Honolulu, & *San Francisco	*Inaba Maru*	Friday, 21st. Registration 9.45 A M Letters ... 10.30 A M
Philippine Islands, Sandakan, *Australia, and *New Zealand via Thursday Island	*Anyo Maru* ...	Friday, 21st, 11.00 A M
Philippine Islands...	*Taiyuan* ...	Friday, 21st, Registration ... 12.45 P M Letters ... 1.30 P M
*Straits, *Bangkok, *Egypt & *Europe via Suez	*Loongsang* ...	Friday, 21st, 2.00 P M
Philippine Islands, *Shanghai, *North China, *Japan via *Nagasaki, Canada, *United States, *Central and South America, and *Europe via Victoria, B.C.	*ector* ...	Friday, 21st, 5.00 P M
Straits and Bangkok	*Fushimi Maru*	Saturday, 22nd, Registration 9.15 A M Letters ... 10.00 A M
Shanghai and North China...	*Namsang* ...	Saturday, 22nd 2.00 P M
Weihaiwei, Chefoo and Tientsin ...	*Yingchow* ...	Saturday, 22nd, 2.00 P M
Swatow, Amoy and Formosa via Keelung	*Chipshing* ...	Saturday, 22nd, 5.00 P M
Swatow and *Bangkok	*Kano Maru* ...	Sunday, 23rd, 9 00 A M
Shanghai and North China	*Luchow* ...	Monday, 24th, 9.00 A M
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and *Europe via Suez ... The Parcel Mail will be closed on Monday, 24th Mar. at 5 p.m.	*Sinkiang* ...	Tuesday, 25th, 10.00 A M
Swatow Amoy and Foochow	*Pyrrhus* ...	Tuesday, 25th, Registration 9.45 A M Letters ... ... 10.30 A M
Philippine Islands, Australia and New Zealand via Thursday Island	*Haitan* ...	Tuesday, 25th. 1.00 P M
Shanghai and North China ...	*Tango Maru*	Wednesday, 26th, Registration... 8.45 A M Letters 9.30 A M
Shanghai, North China & Japan via Kobe ...	*Suiyang* ...	Thursday, 27th, 11.00 A M
Swatow, Amoy and Foochow ...	*Aki Maru*...	Friday, 28th, 10.00 A M
Japan via Nagasaki	*Hai Hong* ...	Friday, 28th, 1.00 P M
		—: APRIL :—
	Nikko Maru ...	Tuesday, 1st, 10.00 A M

* Superscribed correspondence only.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

SPECIAL NOTICE.

Owing to the popular demand for further performances of

"PINKIE & THE FAIRIES"

there will be a

SPECIAL MATINEE

on Thursday, March 27th, at 4.30 p.m. and a

FINAL PERFORMANCE

on Saturday, March 29th, at 9.15 p.m.

Prices $3.00 $2.00 & $1.00

Booking will open at MOUTRIE'S on Saturday, March 22nd.

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LAWN GRASS SEEDS.

Grass is Mother Nature's Carpet provided to cover the ground. If there is an abundance of soft green grass your home will not only be more pleasing but it will also be more valuable.

GRACA & CO.,

Dealers in Flower and Vegetable Seeds, Postage Stamps, Toys, etc.

No. 10, WYNDHAM STREET, HONGKONG

P.O. Box 690.

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HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.

Hongkong, November 2nd 1914. 10

THE BANK OF TAIWAN, LIMITED, (TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed	Yen 30,000,000
Capital (Paid-up)...	„ 27,500,000
Reserve Funds	„ 6,180,000

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Pinan, Shinchiku, Makung, Taichu, Tainan, Takow, Tamsui, Tobyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaja, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
CAPITAL AND COUNTIES BANK LONDON AND SOUTH-WESTERN BANK, PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Chosen, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, Africa, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

NAOKICHI YANAGITA,
Manager.

HONGKONG BRANCH,
2, Des Vœux Road.
Hongkong, March 13th, 1919. [62

COMMERCIAL.

OPENING QUOTATIONS.

	March 19th
On London.—	
Telegraphic Transfer	3/1½
Bank Bills, on demand	3/1½
Bank Bills, at 30 days' sight	3/1½
Bank Bills, at 4 months' sight	3/2
Credits, at 4 months' sight	2/2½
Documentary Bills, 4 months' sight	2/3
On Paris.—	
Bank Bills, on demand	409
Credits, at 4 months' sight	426
On New York.—	
Bank Bills, on demand	74½
Credits, at 60 days' sight	76½
On Bombay.—	
Telegraphic Transfer	nom.
Bank Bills, on demand	—
On Calcutta.—	
Telegraphic Transfer	nom
Bank Bills, on demand	—
On Shanghai.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	—
On Yokohama.—On demand	146½
On Manila.—On demand—Pesos	151
On Singapore.—On demand	134½
On Batavia.—On demand	179½
On Haiphong.—On demand	nom.
On Saigon.—On demand	—
On Bangkok.—On demand	49½
Sovereigns, Bank's Buying Rate	$ 6.30 n.
Gold Leaf, 100 fine, per tael	$44.40
Bar Silver, per oz	47½d.

WEATHER REPORT

March 19th, at 12.15.—No returns from Japan and Vladivostock. Pressure has increased considerably at Weihaiwei, and slightly to moderately elsewhere, an anticyclone having developed to the north of the Yangtze Valley.

Hongkong rainfall, for the 24 hours, ending at 10 a.m. to-day, 0·00 inch. Total since January 1st, 2.24 inches, against an average of 4·70 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast.
Hongkong to Gap Rock ...	Light easterly or variable winds, freshening later from N. or N.E.; fine to cloudy, with fog, mist or drizzling rain.
Formosa Channel ...	The same as No. 1.
South Coast of China between Hongkong and Lamocks	The same as No. 1.
South Coast of China between Hongkong and Hainan ...	The same as No. 1.

FRENCH LESSONS

G. MOUSSION.

15, MORRISON HILL ROAD.

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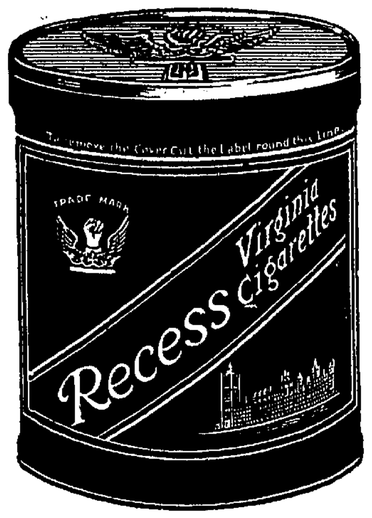
RECESS NO. 44.

VIRGINIAN CIGARETTES.

A Large Size Cigarette.



Packed in Air--Tight Tins of 50 Cigarettes.

A shipment has just arrived in the Colony.

Manufactured by

Westminster Tobacco Co. Ltd. London.

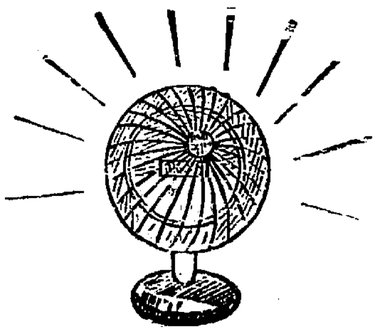
This advertisement is issued by Westminster Tobacco Co., Ltd.

ELECTRICAL FITTINGS

For the latest types of Lamps and Radiators.

Visit our Electrical Show Room at 14, Des Vœux Road.

One centre ceiling light replaces four or five ordinary bulbs and gives a more diffused light with the "Brascolite" Fitting.



The cool season will soon be on us, so book your order in time for an economical and cheerful "Majestic" Radiator.

WILLIAM C. JACK & CO., LTD.

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BANQUE DE L'INDO-CHINE

(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Capital ... ... Frs. 48,000,000

Reserves ... ... „ 50,000,000

BRANCHES AND AGENCIES.

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Paom-Penh	Vladivostock
Hanoi	Pondichery	

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial & Union Bank of England Ltd; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

A. SIRE,
Acting Manager.

Hongkong, October 21st, 1918 108

BANQUE INDUSTRIELLE DE CHINE.

Subscribed Capital ...	Francs45,000,000
Paid Up „ ... „	22,500,000
(1/3 of the Capital, i.e., Francs 15,000,000 subscribed by the Government of the Chinese Republic.)	
Chairman of the Board of Directors	André, Berthelot
General Manager	A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

Peking	
Shanghai	Saigon
Tientsin	Haiphong
Hongkong	Yunnanfu
Hanoi	Vladivostock

BANKERS:

In FRANCE: Société Général pour favoriser le Development du Commerce et de l'Industrie en France.

In LONDON: London County Westminster & Parr's Bank, Ltd. London Joint City & Midland Bank Ltd.

In NEW YORK: Redmond & Co.

Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. ROUET DE JOURNEL,
Manager.

HONGKONG BRANCH,
Queen's Building,
5, Chater Road. Tel 1440.
Hongkong September 26th, 1918. 165

THE BANK OF CHINA GOVERNMENT BANK.

(SPECIALLY AUTHORISED BY PRESIDENTIAL MANDATE OF 22ND NOVEMBER, 1917.)

Authorised Capital	$30,000,000
Paid-up Capital	$12,279,800
Reserve Funds — ...	$ 3,197,400

HEAD OFFICE:—PEKING.

BRANCHES AND SUB-BRANCHES.

(PEKING): Haiting, Tungchow. (NORTH): Miyun, Chohsien, Pahsien. Niuhansan. Hsuanhua. (CHIHLI): Tientsin, Paotinfu, Lutai, Tsinhsaisien, Sangfang, Shuntehfu, Tangshan, Taming, Choluhsien, Weinsien. (MANCHURIA): Changchun, Moukden, Kirin, Tsitsihar, Newchang, Liaoyuanchow, Heho, Hsinmingfu, Taonanfu, Harbin, Dalny, Antung, Tiehling, Chinghsien, Sifeng, Hulan, Suiwafu, Hailunfu, Ninguta, Kungchuling, Liaoyang, Fuyu, Yenchi, Kainingsien (HUPEH): Hankow, Shasi, Ichang, (HUNAN): Changsha, (KIANGSU): Shanghai, Nanking, Soochow, Yangchow, Chinkiang, Wusih, Hsuchowfu, Tungchow, (SOUTH): Tsinkiangpo. (SHANTUNG): Tsinan, Tsingtao, Chefoo, Tenghsien, Lintsinhsien. (SHANSI): Taiyuanfu, Yunsheng, Sinkianhsien, Tatungfu. (HONAN): Kaifung, Chowkiakow, Hsuhsien, (KWANGTUNG): Hongkong, Canton, Swatow, Kiungchow. (FUKIEN): Foochow, Amoy, Hankong, Chuanchowfu, Changchowfu, Santuao. (CHEKIANG): Hanchow, Shaoshing, Huchowfu, Kasling, Wenchow, Ningpo, Lanchi. Yuyao, Haimen (KIANGSI): Nanchang, Kiukiang, Kanchowfu, Chintenchen, Chian. (ANWHEI): Wuhu, Ankiang, Pangfow, Luchowfu, Tatung, Tungki, Luan. (SZECHUEN): (KWEICHOW): Kweiyangfu, (SHANSI): Sianfu, Hangchungfu. (SUIYUAN): Kweihwating, Paotowchen (TSAHAR): Kalgan, Fengchen, (URGA): Urga, Hakiatao.

HONGKONG BRANCH.

Interest allowed on current accounts and Fixed Deposits. Terms on application. Every description of Banking business transacted. Loans granted on approved securities. Special facilities for Home Exchange.

TSUYEE PEI,
Manager.

Hongkong, February 24th, 1919. 371

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital	£1,200,000
Reserve Fund	£3,000,000
Reserve Liability of Proprietors	£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

T. C. DOWNING,
Manager.

Hongkong, May 16th, 1917. [64

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling £1,500,000, at 2/-	$15,000,000
Silver	$21,000,000
	$36,000,000
Reserve Liability of Proprietors	$15,000,000

Court of Directors:

J. A. PLUMMER, Esq.—Chairman.
E. V. D. PARR, Esq.—Deputy Chairman.
A. H. Compton, Esq. | Hon. Mr. P. H. Holyoak
Hon. Mr. N. H. Lodwell. | Hon. Mr. D. Landale
C. S. Cubbay, Esq. | W. L. Pattenden, Esq.

Chief Manager:
Hongkong—N. J. STABB, Esq.

Manager:
Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER & PARR'S BANK, LIMITED.

HONGKONG INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per annum.
„ 6 „ 3 „ „ „ „
„ 12 „ 4 „ „ „ „

N. J. STABB,
Chief Manager

Hongkong, March 13th, 1919. 9

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London

Authorised Capital	£1,500,000
Subscribed „	1,125,000
Paid-up „	562,500
Reserve Fund „	650,000

Bankers:
THE BANK OF ENGLAND.
THE LONDON JOINT STOCK BANK, LIMITED

Branches:

Bombay	Galle	Karachi	Penang
Calcutta	Hongkong	Kota Bhara	Rangoon
Colombo	Howrah	KualaLumpur	Shanghai
Delhi	Kandy	Madras	Singapore
Port Louis (Mauritius).			

HONGKONG BRANCH.

Every description of Bankin and Exchange business transacted.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

C. L. SANDES,
Acting Manager.

No. 7, Queen's Road Central,
Hongkong, December 28th, 1918. [54

Printed and Published by HENRY ADOLPHUS CARTWRIGHT, for THE HONGKONG DAILY PRESS, LTD., at 10a, Des Vœux Road Central, Victoria, Hongkong. London Office: 121, Fleet Street, E.C.